BY ORDER OF THE COMMANDER
35TH FIGHTER WING

35TH FIGHTER WING INSTRUCTION
13-204

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Space, Missile, Command, and Control

AIRFIELD OPERATIONS

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This instruction implements AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management*; AFI 13-201, *Air Force Airspace Management;* AFI 13-204V1-3, *Airfield Operations*; AFI 13-204V3 PACAFSUP, *Airfield Operations;* and FB5205-MOUI-3005. This instruction consolidates basic Air Traffic Control procedures, base directives, and policies of the 35th Fighter Wing Commander for safe and effective operation of ground and air traffic at Misawa Air Base under normal and emergency conditions. It provides guidance and procedures on Air Traffic Control, Airspace, Airfield Operations, and Airfield Management, and applies to all units and personnel (permanently assigned or temporary duty) operating at 35th Fighter Wing, Misawa Air Base, airspace, airfield and airfield facilities. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Additionally, if the publication generates a report(s), alert readers in a statement and cite all applicable Reports Control Numbers in accordance with AFI 33-324. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication; route AF Form 847s from the field through the appropriate functional' s chain of command.

SUMMARY OF CHANGES

This instruction has been substantially revised and must be completely reviewed. Major changes include Reduced Same Runway Separation procedures, Unmanned Aircraft Systems (UAS) Ops,

Parking Plans, Controlled Movement Area (CMA), Hung Gun Procedures, and VFR Weather Minimums. Minor changes were made throughout and include reference updates and editing errors.

Chapter 1

ADMINISTRATIVE GUIDANCE

1.1. Implementation. Commanders and supervisors are responsible for implementing the procedures of this instruction as they pertain to their assigned function. Many procedures contained herein task specific agencies for specific actions.

1.2. Policy. Each partner unit or assigned organization is responsible for ensuring its personnel are familiar with this instruction.

1.2.1. Word Meanings. The following definitions apply within this instruction.

1.2.1.1. Shall, will, or must – indicate a mandatory procedure.

1.2.1.2. Should - indicates a recommended procedure.

1.2.1.3. May or need not – indicates an optional procedure.

1.2.1.4. Altitudes – all altitudes are expressed in Mean Sea Level (MSL) unless otherwise annotated.

1.3. Administration. The 35th Fighter Wing Commander (35 FW/CC) is the senior operational commander at MAB and is responsible for this instruction. The 35 FW/CC may issue waivers or immediate action changes to this instruction when necessary for accomplishment of normal or special mission requirements. All procedural changes affecting Air Traffic Control (ATC) must be forwarded to HQ PACAF A3/6TO for review and approval before implementation, IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*.

1.3.1. The USAF Airfield Operations Flight Commander (AOF/CC) is responsible for administering and enforcing the provisions of this regulation. Some of the information contained herein has been extracted from other sources. There is no intent to relieve personnel of their responsibility to be familiar with or to comply with other pertinent directives. Should this publication conflict with higher headquarters' directive(s), those directives will take precedence; however, when detected, such conflicts shall be reported immediately to Airfield Operations. Send suggested changes to this instruction to the AOF/CC at the following address 35th Operations Support Squadron (35 OSS/OSA), Unit 5011, APO AP 96319.

1.3.2. The operation of the airfield is delegated to USAF AOF/CC, by the 35 FW/CC. The responsibility for Japan Air Self Defense Force (JASDF) operations is delegated to the JASDF Base Operations Squadron (BOPS) Commander from the Commander, 3rd Air Wing.

1.4. Airfield Coordination Requirements.

1.4.1. IAW MOUI 3005 the following items require coordination with the USAF AOF/CC and the JASDF BOPS Commander prior to final approval:

1.4.1.1. All proposed construction/major modification projects and change in use of facilities.

1.4.1.2. All proposed changes to the coding of Joint Use, USAF or JASDF Sole Use facilities.

1.4.1.3. All proposed agreements affecting aerodrome operations.

1.4.1.4. Provisions of air traffic control service are the responsibility of JASDF as delegated by MOUI 3005. JASDF Air Traffic Control Squadron (ATCS) provides service based on Japanese ATC regulations and this instruction.

1.4.2. Additional airfield activities (i.e. aerial demonstrations, exercises, etc.) must be coordinated through 35 OSS/OSA, Airfield Manager (AFM) at least 48 hours in advance to ensure proper notification and coordination with flying units and other organizations on the airfield.

1.4.2.1. Crane Operations. 35 OSS/OSA must be notified at least 5 work days in advance of any crane operation to ensure flying operations are not impacted. Sponsoring organizations must provide crane location, height, date, and time crane will be operating. Failure to coordinate may result in suspension of operations until approved for flying safety.

1.4.2.2. Airfield Construction. All construction to include security upgrades on or adjacent to the airfield, to include projects adjacent to perimeter road, shall be coordinated through the AFM prior to any phase of work. Base civil engineers shall coordinate the location, date and time of airfield construction, and any restrictions to aircraft operations with 35 OSS/OSA at least 14 days in advance. Base civil engineers will also inform Security Forces of all construction projects, prior to being finalized, which affect any PL resources or Installation boundaries on MAB. ***NOTE:*** Emergency airfield repairs should be coordinated ASAP through 35 OSS/OSA.

1.4.2.2.1. Air Traffic Control Tower (ATCT) shall notify AMOPS of any observations not previously reported.

1.4.2.2.2. ATCT/RAPCON. Information that has been issued in a Notice to Airmen (NOTAM) for more than 24 hours does not need to be passed to ATCT, unless it affects runway (RWY) operations.

1.4.2.3. Agencies shall contact AMOPS for authorization to begin any operation on any portion of the airfield and shall notify AMOPS when work is completed.

1.4.3. Temporary Airfield Construction Waivers. UFC 3-260-01, *Airfield and Heliport Planning and Design,* and PACAFI 32-1056, *Airfield Planning and Design,* is the governing document for all temporary airfield construction waivers. They are required to be signed/approved by 35 FW/CC 30 days prior to any construction on the airfield. No construction activity will be permitted without the appropriate waiver. ***NOTE:*** Emergency airfield construction waivers will be processed IAW UFC 3-260-01 requirements.

1.4.4. Construction Meetings. 35 OSS/OSA, AFM, 35 SFS and 35 FW/SE will be invited to all airfield pre-construction, work in-progress, and project acceptance construction meetings.

1.4.5. AMOPS will ensure all airfield construction contractors are briefed and trained on safe airfield driving procedures IAW 35 FW Supp 13-213, *Airfield Driving.*

1.5. General Prudential Rule. The procedures and policies set forth herein are not intended to cover every contingency or every rule of safety and good practice. All pilots are expected to exercise prudent judgment in the operation of their aircraft and to observe the general prudential rule of flying. Compliance with the procedures set forth in this instruction may be waived during

emergencies or other unusual situations in which such compliance would compromise safety. Such departures from established procedures shall be based upon sound judgment and in the primary interest of safety. All such departures will be reported to AMOPS within 24 hours of occurrence with an explanation for deviation.

Chapter 2

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

2.1. Hours of Operation.

2.1.1. JASDF ATCS provides ATCT and Radar Approach Control (RAPCON) services 24 hours/7 days a week. 35 OSS/OSAA provides Airfield Management Operations (AMOPS) services 24 hours/7 days a week.

2.1.2. During holiday seasons i.e. Thanksgiving, Christmas, New Years and other times as coordinated, AMOPS personnel may be on standby beginning at 1800L on the eve of the holiday, the day of the holiday, and one to two days following the holiday.

2.1.2.1. The USAF AOF/CC will coordinate in advance with the JASDF BOPS Commander for periods of standby operation, forward a standby roster to JASDF BOPS and Command Post, inform all concerned agencies, and issue a Notice to Airmen (NOTAM).

2.2. Quiet Hours.

2.2.1. The airfield is available for use 24 hours a day; however for noise abatement, quiet hours at Misawa AB are from 1300Z - 2100Z (2200L - 0600L) daily and apply to all aircraft except operational alert missions. Exceptions shall be coordinated through AMOPS and JASDF Base Operations. Any arrivals/departures scheduled during quiet hours must be coordinated through AMOPS for OG/CC approval. See paragraph 2.25. for additional Noise Abatement/Quiet Hour procedures.

2.3. Airfield Information.

2.3.1. Misawa AB is located on the northeast end of the island of Honshu, approximately 325 miles north of Tokyo and immediately north of Misawa City. Coordinates are 4042.19N/14122.10E. Field elevation is 119’ Mean Sea Level (MSL).

2.4. Runways and Taxiways.

2.4.1. Runway 10/28 is 9,999’ by 150’ with 50’ wide asphalt shoulders. The first 1,500’ of runway 10 and the first 1,000’ of runway 28 are concrete; the center 7,500’ of runway 10/28 is asphalt. Each end of the runway has a 1,000’ stabilized, non-weight bearing overrun.

2.4.2. Overruns are not intended for use during takeoff/landing, and are not to be used in any calculations as additional runway available.

2.4.3. Taxiways.

Table 2.1. Taxiways.

Taxiway Widths					
A (Parallel)	75’	Concrete/asphalt *	**C1/C2**	75’	Asphalt
B btwn B3/G	75’	Asphalt *	**C3**	75’	Concrete
B btwn B1/B3	75’	Asphalt w/no shoulders	**D East**	75’	Concrete**
A1	314’	Concrete *	**D West**	75’	Concrete**
A2	216’	Asphalt	**D1/D2**	75’	Concrete
A3/A4	75’	Concrete/Asphalt	**D3**	75’	Concrete***
A5	179’	Asphalt	**E**	75’	Concrete*
A6/A7	70’	Asphalt	**F**	75’	Concrete*
A8	90’	Misawa Airport Use Only	**E1-3**	75’	Concrete*
B1	299’	Concrete	**G**	70’	Asphalt
B2/B3	75’	Asphalt	**H**	75’	Closed
B5	75’	Asphalt	**J**	75’	Concrete
C East/West	75’	Concrete			

NOTE: All Taxiways can be opened during contingency exercises with AMOPS coordination.
***** Bordered with stabilized, non-weight-bearing shoulders.
** D East is inactive from West side of HAS D37 to D3. D West is inactive from East side of HAS D19 to D3.
*** D3 is inactive in its entirety.

2.5. Runway Selection Procedures.

2.5.1. Misawa ATCT Watch Supervisor will determine the runway in use based off of predominate winds. Runway 28 is designated as the calm wind/primary instrument runway.

2.5.2. A runway change shall be considered when the steady state tail wind component equals five knots or as required by operational consideration.

2.5.2.1. During a runway change, runway operations must be suspended to expedite aircraft arresting system (AAS) reconfiguration. Restricted approaches at or above 500’ AGL may be conducted with ATC approval.

2.5.2.2. During periods of fighter aircraft flight operations, ATCT shall not commence runway change procedures until 35 CES/CEO Barrier Maintenance and/or 35 CES/CEF Fire and Emergency Services personnel are on site.

2.5.3. Runway Change Procedures.

2.5.3.1. ATCT shall:

2.5.3.1.1. Notify AMOPS, RAPCON, 35 FW SOF, and JASDF Flight Operations Center of the proposed runway change and time the runway change shall commence. ***NOTE:*** Although it is not always possible to forecast the need for a runway change in advance, ATCT shall make every effort to give at least 30 minutes advance notification of a proposed runway change. ATCT watch supervisors retain the ability to perform an immediate runway change if operationally necessary

2.5.3.1.2. Advise aircraft under their control of runway change and proposed time.

2.5.3.1.3. Ensure all aircraft requesting landing clearance prior to runway change have landed.

2.5.3.1.4. Approve 35 CES/CEO Barrier Maintenance and/or 35 CES/CEF Fire and Emergency Services personnel on the runway as close as possible to the runway change time to commence AAS reconfiguration.

2.5.3.1.5. Ensure AAS reconfiguration is complete prior to resuming normal operations.

2.5.3.1.6. Notify RAPCON and AMOPS when the runway change is complete.

2.5.3.2. RAPCON shall:

2.5.3.2.1. Advise the ATCT of the total number of flights and call sign of the last flight that shall land prior to the runway change.

2.5.3.2.2. Sequence arriving flights to the active runway after ATCT advises the runway change is complete.

2.5.3.3. AMOPS shall:

2.5.3.3.1. When notified by ATCT of proposed runway change, notify 35 CES/CEO Barrier Maintenance during duty hours (0001–1630L) Monday – Friday. At all other times, notify 35 CES/CEO Barrier Maintenance standby personnel and 35 CES/CEF Fire and Emergency Services. Notify 35 FW Maintenance Operations Control Center (MOCC) on all changes.

2.5.3.3.2. When notified by 35 CES/CEF Fire and Emergency Services and or 35 CES/CEO Barrier Maintenance changes are complete notify MOCC, Command Post, and USAF Weather (WX), and complete a runway check.

2.5.3.3.3. Resume runway ops after 35 CES/CEO Barrier Maintenance certifies the AAS change/configuration and a runway check is completed.

2.5.3.4. JASDF BOPS shall report the result regarding runway check above to 3rd Air Wing Operation Center (WOC).

2.5.3.5. 35 CES/CEO Barrier Maintenance and/or 35 CES/CEF Fire and Emergency Services shall:

2.5.3.5.1. Immediately proceed to AAS during 35 CES/CEO Barrier Maintenance duty hours (0001-1630L). At all other times, 35 CES/CEF Fire and Emergency Services personnel will respond once 35 CES/CEO Barrier Maintenance standby personnel have arrived on the airfield.

2.5.3.5.2. Reconfigure AAS when approved by ATCT.

2.5.3.5.3. Notify ATCT and AMOPS when AAS is reconfigured.

2.5.3.5.4. During standby hours, 35 CES/CEO Barrier Maintenance shall respond within 30 minutes of notification and immediately assume responsibility for barrier operations.

2.5.3.5.5. AMOPS will conduct a runway check prior to resuming operations.

2.6. Controlled Movement Area (CMA).

2.6.1. All areas on the airfield where direct, two-way radio contact with the ATCT are required are located in Attachment 2 of this instruction. Specific procedures are outlined in AFI 13-213_35FWSUP, *Airfield Driving.* ATCT is not responsible for movement of aircraft and vehicles in non-CMA areas.

2.7. Airfield Lighting Systems.

2.7.1. The ATCT operates airfield lighting IAW Japanese ATC regulations and this instruction. To assist with energy conservation, runway lights, taxiway lights, approach lights, and PAPI lights shall be turned off except:

2.7.1.1. When required for maintenance on or in the vicinity of the runway (i.e., snow removal, runway checks, etc.).

2.7.1.2. When aircraft are in the local pattern.

2.7.1.3. When requested by proper authority (i.e., USAF/JASDF AMOPS, 35 OG/CC, aircrew, etc.)

2.7.2. Runway: Equipped with high intensity runway lights (HIRLS). The five levels of intensity are controlled by the ATCT and may be adjusted upon request.

2.7.3. Approach Lights: US standard ALSF-1 high intensity approach lights with sequenced flashers.

2.7.4. Runway Distance Markers: Internally illuminated with white lights.

2.7.5. Precision Approach Path Indicators (PAPIs): Installed 947’ from the threshold of runway 10 and 1113’ from the threshold of runway 28.

2.7.6. Taxiways: Lighted with standard blue, elevated taxiway lights. There are no taxiway lights on Twy G.

2.7.7. Rotating Beacon: A standard military airport rotating beacon is located on top of a water tower one mile south of runway centerline. It is operated by ATCT during the time of official sunset to sunrise and during instrument meteorological conditions (IMC).

2.7.8. Obstruction Lighting: All prominent obstructions within the airfield boundary are marked with standard red obstruction lights, with the exception of the base perimeter fence located on the east end of the airfield.

2.7.9. Optical Landing System (OLS): The OLS is used primarily for Navy training and when installed will be located 811’ from the runway 10 threshold, 150’ North of the runway centerline and 788’ from the runway 28 threshold, 150’ South of the runway centerline.

2.7.9.1. Requests to operate the OLS shall be submitted to the AOF/CC NLT 72 hours in advance for approval.

2.7.9.2. If OLS operation is approved, AMOPS shall ensure appropriate NOTAMs are issued.

2.7.10. ATCT shall advise AMOPS and JASDF Base Operations of all airfield lighting malfunctions.

2.7.10.1. Emergency Runway Lighting. If HIRLs are not working, routine landings shall not be authorized between official sunset and sunrise. Emergency runway markers can be provided when required to recover emergency aircraft (40 minutes notification is required by JASDF to position temporary edge lights). If HIRLs are not working, the actions outlined below shall be taken at once:

2.7.10.1.1. The Misawa ATCT shall:

2.7.10.1.1.1. Notify RAPCON, AMOPS, JASDF Base Operations and Sapporo ACC.

2.7.10.1.2. Broadcast on Guard to advise all aircraft in the local flying area of the power failure, if necessary, so they may plan a diversion to an alternate airfield.

2.7.10.2. AMOPS shall:

2.7.10.2.1. Notify Command Post, AFM, transient aircrew planning for departure, and Civil Engineering service call desk (35 CES/CEF Fire and Emergency Services after duty hours).

2.7.10.2.2. JASDF personnel notify appropriate JASDF units.

2.7.10.2.3. Initiate appropriate NOTAM action.

2.7.10.3. RAPCON shall notify all aircraft under their control of the possibility of diversion to an alternate airfield. ***NOTE:*** HIRLS are not required for VFR helicopter operations.

2.7.11. Inoperative Approach Lights. If runway approach lights are inoperative, visibility minima may be increased dependent upon aircraft category, active runway, and type of approach flown. See FLIPs for specific minima. The following procedures apply:

2.7.11.1. Misawa ATCT shall:

2.7.11.1.1. Notify RAPCON and AMOPS.

2.7.11.1.2. Advise aircraft under their control and provide revised visibility minimums when requested.

2.7.11.2. AMOPS shall:

2.7.11.2.1. Notify Command Post, AFM, and Civil Engineering service call desk (35 CES/CEF Fire and Emergency Services after duty hours). JASDF personnel notify appropriate JASDF units.

2.7.11.2.2. Initiate appropriate NOTAM action.

2.8. Permanently Closed Portions of the Airfield.

2.8.1. TWY D3 and portions of TWY Delta (East/West) are inactive except during certain contingencies and exercises. A NOTAM shall be issued when open for aircraft operations.

2.8.2. Old TWY A portion south of active TWY A is permanently closed.

2.8.3. TWY G loop.

2.8.4. TWY H leading to the JASDF CH-47 ramp.

2.9. Aircraft Arresting Systems.

2.9.1. Operations and use of the AAS shall be IAW AFI 32-1043, *Managing Aircraft Arresting Systems*, applicable Technical Orders and/or supplements. The following arresting systems are available on RWY 10/28:

2.9.1.1. Four BAK-12 bi-directional arresting cables, with an eight point tie-down pattern, are located approximately 1,250 and 2,500 feet from the approach end of RWY 10/28. They are designated West 1, West 2, East 2 and East 1. The West 1 barrier has a polyurethane pad underlay; all other arresting system cables have an asphalt underlay.

2.9.1.2. Safe Bar, (uni-directional) net barriers are installed approximately 120 feet into both overruns and are maintained by JASDF.

2.9.2. Standard Configuration of AAS.

2.9.2.1. Departure end of runway configuration:

2.9.2.1.1. Both BAK-12s shall be kept in the ready position on the departure end of the active RWY at all times, except during snow removal operations or at any other time as directed by the 35 OG/CC or designated representative.

2.9.2.1.2. The JASDF SAFE-BAR barrier nets shall be in the lowered position in the overruns. It is available for JASDF T-4 operations and when requested.

2.9.2.2. Approach end of RWY configuration:

2.9.2.2.1. Both BAK-12s shall be kept in the de-rigged position on the approach end of the active RWY.

2.9.2.2.2. The SAFE-BAR webbing shall be laid flat in the overrun on the approach end of the RWY.

2.9.2.2.3. The approach end BAK-12s may be activated at the request of the pilot or SOF for emergency approach end cable engagements. The approach end BAK-12s can be made ready within 20 minutes during normal duty hours. After duty hours, weekends, and holidays, 45 minutes prior notification is required.

2.9.3. Expect the RWY operations to be suspended for 20 minutes after an engagement of the BAK-12.

2.9.4. Inspections. 35 CES/CEO Barrier Maintenance/35 CES/CEF Fire and Emergency Services shall make a check of their AAS prior to the start of normal flight operations, but NLT 0800L daily. Periodic checks shall be made as necessary and when requested by AMOPS or ATCT.

2.9.5. Responsibilities

2.9.5.1. USAF Base Civil Engineer shall:

2.9.5.1.1. Be responsible for inspection, maintenance, and repair of the BAK-12 IAW AFI 32-1043.

2.9.5.1.2. Coordinate all routine AAS maintenance with the AFM 48 hours prior to scheduled work.

2.9.5.1.3. Notify AMOPS prior to changing AAS configuration.

2.9.5.1.4. Notify ATCT and AMOPS of all changes to AAS status.

2.9.5.1.5. Notify ATCT and AMOPS when AAS reconfiguration is complete following a RWY change.

2.9.5.2. ATCT shall:

2.9.5.2.1. Notify AMOPS and RAPCON of changes in AAS status.

2.9.5.2.2. Activate the primary crash alarm system for all barrier cable engagements, except non-emergency/preplanned engagements.

2.9.5.2.3. Notify RAPCON when advised that a barrier cable engagement is imminent.

2.9.5.2.4. Transmit an advisory on Guard to advise all aircraft under their control of AAS degradation as necessary.

2.9.5.2.5. Notify AMOPS of proposed RWY changes.

2.9.5.2.5.1. Notify all aircraft when they are departing over or landing over a raised SAFE BAR net.

2.9.5.3. AMOPS shall:

2.9.5.3.1. Initiate a NOTAM when AAS gear is not in the standard configuration or out of service.

2.9.5.3.2. Notify 35 CES/CEO Barrier Maintenance of all proposed RWY changes or AAS configuration change requests during normal duty hours 0700 – 1630L Monday - Friday.

2.9.5.3.3. Notify 35 CES/CEF Fire and Emergency Services of proposed RWY changes or AAS configuration change requests after duty hours and on weekends and holidays.

2.9.5.3.4. Notify ATCT on all planned practice AAS engagement(s) and configuration changes as a result of scheduled or unscheduled maintenance.

2.9.5.3.5. Notify the appropriate agency of all remote control malfunctions and request manual operation of the cable/barrier system.

2.9.5.4. JASDF is responsible for inspection, maintenance, and repair of the SAFE-BAR AAS.

2.9.6. Pre-Planned Barrier Engagements/Certification.

2.9.6.1. AOF/CC or AFM will be the focal point for coordination of pre-planned barrier practice engagements. All requests must go through this office.

2.9.6.2. Upon notification of request, AOF/CC or AFM will coordinate for 35 OG/CC approval and provide 35 CES/CEO Barrier Maintenance, JASDF Base Operations, and 35 FW Scheduling the date, time, and type of aircraft to be used.

2.9.6.3. During contingency or emergency situations the 35 OG/CC or a designated representative will make the determination whether or not the slingshot procedure will be utilized after a barrier engagement.

2.9.6.3.1. The slingshot procedure constitutes a rapid cycling of the AAS in order to recover additional aircraft or the need to return the runway to normal operations expeditiously.

2.9.6.3.2. The only exception to this policy will be for Fire Rescue/AAS response teams to conduct slingshot procedural training. They will obtain approval from the 35 OG/CC or a designated representative prior to performing the slingshot procedure.

2.9.6.3.3. Normal operations constitute powering off aircraft engines and the use of aircraft tow vehicles to back aircraft from pendant cable.

2.10. Parking Plan/Restrictions.

2.10.1. Master Aircraft Parking Plan.

2.10.1.1. The AFM is responsible for the development of the Master Aircraft Parking Plan and the 35 CES Community Planner is responsible for the annual update of the Master Aircraft Parking Plan. (Tab E9.1 Map)

2.10.1.2. Coordination with the AFM is mandatory to ensure changes to the plan do not affect operations on the aerodrome. The AFM will ensure coordination with ATC and TERPS personnel are accomplished as necessary.

2.10.1.3. Actions that affect the master aircraft parking plan (i.e., updates, changes, or review) will be routed (as required) to the following agencies:

2.10.1.3.1. 35th Maintenance Group Commander (35 MXG/CC)

2.10.1.3.1.1. Transient Alert (35 MXS/MXMM)

2.10.1.3.2. Safety (35 FW/SE)

2.10.1.3.3. Fire and Emergency Services (35 CES/CEF).

2.10.1.3.4. Pavement Engineer (35 CES/CEN)

2.10.1.3.5. Security Forces (35 SFS/S5)

2.10.1.3.6. Any wing assigned, tenant, or deployed flying unit operating at MAB.

2.10.2. Transient Alert and Navy personnel must ensure no vehicles are traveling on the vehicle access road/lane that runs parallel to the parking apron when aircraft are transitioning to/from parking spots on the South Transient and Navy Ramps due to inadequate wingtip clearances and the potential for jet blast/prop wash damage between taxiing aircraft and vehicles. Once the aircraft is parked and/or has departed, vehicles may again move freely on the vehicle access road/lane near those parking spots.

2.10.3. The following parking spots (Attachment 16) are designed for the designated aircraft for wing-tip clearance or weight limitations. Any deviations to designed parking must be approved by the Airfield Manager. This includes non-standard parking to support larger aircraft, large scale fighter bed downs, special functions such as change of command, etc.

2.10.3.1. Transient Rows (T) 1-7 (Attachment 17) is designed for C-17 or smaller and is equipped with in-ground fueling pits. Low speed taxiing power is required to traverse spots T 1-7.

2.10.3.1.1. T 1-4 must have an adjacent spot to the east open in order to taxi into the parking spot. Example: T-3 must be open in order for an aircraft to taxi freely into T-2. ***NOTE:*** If necessary, aircraft can park with the nose facing south but require transient alert services to push back on departure.

2.10.3.1.2. The designated spot for Patriot Express aircraft is T-2 therefore T-2 & 3 must be space blocked to accommodate scheduled arrivals.

2.10.3.1.3. T 5-7 is designed to accommodate C-17 taxiing into spots without the restrictions referenced in para. 2.10.3.1.1.

2.10.3.2. T 8 & 9 (Attachment 18) are located east of bldg. 998 and are designated as the transient overflow parking area. T 8 & 9 are designed to accommodate C-17 or smaller aircraft. T 1-7 should be used to the max extent possible. Low speed taxiing power is required to traverse spots T 8 & 9.

2.10.3.3. Navy Ramp (N) 1-8 (Attachment 18) is designed to accommodate P-8/P3 or smaller aircraft. N 3 & 6 is restricted to P3 or smaller aircraft. A marshaller and wing walkers are required if parking adjacent to a parked aircraft due to wingtip clearance limitations.

2.10.3.4. Romeo ramp (Attachment 18) is located adjacent to the Navy Ramp north of Hanger 954 and is designed to accommodate up to 4 RQ-4 Global Hawk aircraft during temporary detachment staging out of Hangar 954.

2.10.3.5. DV Ramp is adjacent to airfield management and is designed to accommodate 2 C40 or smaller aircraft. No taxi restrictions apply.

2.10.3.6. Hot Cargo Pad (Attachment 19) is designed to normally accommodate C-5/B-747 aircraft. Due to dynamic mission sets, the AFM determines max parking capacity based off the types of aircraft required to park on the Hot Cargo Pad.

2.10.3.7. Alpha Taxilane is located between Taxiway A1 and A4 is restricted to aircraft with wingspans of 170 ft (C-17) or smaller. Aircraft with wingspans larger than 170 ft requiring the use of Alpha Taxilane must receive approval from the AFM prior to use.

2.10.3.8. Taxiways A6, A7, C, C1, C2, D, D1, D2, D3, E, E2, E3, F, G, J restricted to fighter sized or smaller aircraft only. **Exception:** JASDF CH-47 rotary aircraft authorized use of TWY J. P8 or P3 aircraft authorized use of C, C1, C2, D, D1, D2 and D3 in contingency situations if prior coordinated with the AFM.

2.10.3.9. Taxiway A1 and B5 restricted to aircraft with wingspans of 110 ft or less when arm/de-arm operations in progress. Taxiway B1 restricted to fighter sized aircraft when arm/de-arm operations in progress.

2.10.3.10. Weight Bearing Restrictions. Taxiway B between B2 and B5 restricted to C130, P8, CH-47 or smaller aircraft. B-737 operations authorized on full length of Taxiway B. Any other use requires coordination with the AFM and/or CES pavement engineer. ***NOTE*:** Intersection of Taxiway Bravo and C3/B3 unrestricted.

2.10.3.11. Navy East and West finger ramps restricted to P-8/RQ-4 or smaller aircraft.

2.10.3.12. Taxiway D3 and portions of Taxiway Delta (East/West) are inactive except during contingencies and exercises. Activation of taxiways require coordination with the AFM.

2.10.3.13. An automatic, taxi-through, wash detail system is installed adjacent to Taxiway A2. It is designed to accommodate P-3 aircraft and is activated by rolling the nose wheel over a pressure plate.

2.10.3.14. Wear of Hats on the airfield. The wear of hats on the airfield is IAW procedures established by 35 MXG/MXQ.

2.10.3.15. Airfield Smoking Policy. Smoking is prohibited in aircraft maintenance facilities, the flight line areas, and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the functional manager and (or) supervisor.

2.11. Air Traffic Control (ATC) Facilities.

2.11.1. Misawa ATCT, RAPCON, and radar final control (RFC) operate 24 hours/7 days per week. See Chapter 3 for details regarding airspace designation.

2.12. Local Frequencies/Channelization.

2.12.1. The following table applies to 35 FW and tenant units only:

Table 2.2. 35 FW and tenant units only.

Local Channel	Facility	VHF	UHF
1	Panther/Samurai Ops	129.4/140.175	237.8/288.2
2	Ground	118.65	275.8
3	Tower	118.1	315.8
4	Departure/Odate Radio	118.75	363.8
5	Sabre/Aomori Tower	118.3	233.1
6	Weasel Ops	139.0	277.2
7	Cardinal (SOF)	140.95	283.3
8	ATIS	128.4	315.35
9	SPEAR	140.35	300.10
10	Draughon (139.2)	138.35	365.4
11	AAR	138.95	340.0
12	AAR Boom	139.875	364.6
13	Sapporro $\geq$ FL250	119.3	276.5
14	Sapporro < FL250	127.575	315.3
15	Approach	120.7	317.8
16	Feeder	138.375	290.8
17	Headwork	139.5	276.3
18	Hakodate Tower	118.35	258.3
19	Hachinohe Tower	141.2	228.2
20	SFA	140.7	235.0

2.12.2. Misawa ATCS, 35 OSS/OSA, and 35 OG/OGV shall coordinate local radio channelization changes with all concerned agencies.

2.12.3. ATC issuance of a local channel refers to the UHF frequency.

2.12.4. Report any unauthorized frequency use to 35 OSS/OSA.

2.13. Air Traffic Control and Landing Systems (ATCALS).

2.13.1. USAF VHF Omni-directional Range and Tactical Air Naviagtion (VORTAC); VOR: 115.4MHZ, TACAN: CH 101, Identifier "MIS". The VORTAC is located on the airfield at N40^{o}42.43'/E141^{o}22.87'.

2.13.2. USAF Solid State Instrument Landing System (SSILS):

2.13.2.1. Runway 10 (Category I): Localizer - 109.7 MHZ. Glide Slope - 333.2 MHZ. Identifier – "I-MAS"

2.13.2.2. Runway 28 (Category I): Localizer 109.7 MHZ. Glide Slope 333.2 MHZ. Identifier – "I-MIS"

2.13.3. JASDF Airport Surveillance Radar (ASR), with identification friend or foe/selective identification feature (IFF/SIF) capability (FPN-3). Due to the protective dome over the antenna, the ASR is not normally required to be turned off during high winds.

2.13.4. JASDF Precision Approach Radar (PAR) (FPN-4).

2.13.5. Inertial Navigation System Checkpoints. Refer to Attachment 3 for their location and position data.

2.13.6. The scheduled times for ATCALS Preventive Maintenance Inspections (PMI) can be found in the DOD FLIP (Enroute) Supplement (Pacific, Australasia, and Antarctica). USAF ATCALS downtime outside of scheduled PMI times shall be coordinated through the USAF ATC Liaison for 35 OG/CC approval.

2.13.6.1. Maintenance personnel must obtain approval from the ATC watch supervisor before starting any scheduled/unscheduled maintenance.

2.13.6.2. Watch Supervisors will not release NAVAID equipment for PMI when the current or forecasted weather for the maintenance period plus one hour is:

2.13.6.2.1. Less than 3,000’ ceiling and/or 5 NM visibility for USAF NAVAID equipment (VOR, TACAN, ILS, ASOS, FMQ-19).

2.13.6.2.2. Less than 1,000’ ceiling and/or 3 NM visibility for JASDF NAVAID equipment (ASR, PAR).

2.13.7. All NAVAID facilities have back-up generator power.

2.13.7.1. Maintenance personnel must obtain approval from the ATC watch supervisor before transferring NAVAID equipment from commercial to generator power.

2.14. Transient Alert (TA).

2.14.1. The AFM is responsible for coordination with base agencies and activities to ensure transient aircraft are properly supported.

2.14.2. The AFM, through coordination with TA, is responsible for directing the parking of all transient aircraft except those supported by the Naval Air Facility (NAF) and JASDF. NAF and JASDF aircraft requiring use of USAF ramp space will coordinate and receive approval from the AFM in advance of planned use.

2.14.3. TA is responsible for marshaling all transient aircraft to parking, except those supported by JASDF. USN/USMC aircraft marshaling will be provided by NAF.

2.14.4. Procedures.

2.14.4.1. The AFM shall develop procedures to notify all interested agencies of the ETA at Misawa AB of all transient aircraft.

2.14.4.2. AMOPS shall provide TA with the ETA, aircraft type, call sign or aircraft serial (tail) number, and any other information as required and available.

2.14.4.3. TA shall develop operating procedures to ensure transient aircraft are provided with prompt handling, servicing, and high-quality maintenance. These operating procedures shall include, but are not limited to, the following:

2.14.4.3.1. Parking aircraft in a quick and safe manner per Air Force Occupational Safety and Health Standards and the master aircraft parking plan.

2.14.4.3.2. Servicing of aircraft as requested by the aircraft commander. When an inbound transient aircraft requests services or if minimum ground time is requested, the required services should be available as soon as the aircraft parks.

2.14.4.4. End of runway (EOR) aircraft inspections shall be made by TA when requested by the aircrew. Proper EOR checklists for the aircraft shall be used.

2.14.4.5. Transient services for USN/USMC aircraft will be provided by NAF Misawa personnel. USN/USMC aircraft requiring USAF parking areas must be pre-coordinated at least 24 hours in advance (preferably earlier if possible) and approved by the AFM prior to NAF issuing a PPR number.

2.14.4.6. TA and NAF Terminal personnel will track pilot name, home station, phone number, and other pertinent information as required for all transient aircraft remaining overnight.

2.14.4.7. Services and facilities available to transient aircraft arriving at Misawa are outlined in the DOD FLIP (Enroute) Supplement (Pacific, Australasia, and Antarctica).

2.15. Automatic Terminal Information Service (ATIS) Procedures.

2.15.1. The ATIS is operated by JASDF ATC.

2.15.2. Operational Hours: Mon-Fri, 0700-2000L. The ATIS may be operated outside of the normal published operational hours in the event that ATC determines its operation is necessary to support flying operations.

2.15.3. ATIS Information. ATC will provide the following information on the ATIS system:

2.15.3.1. The cloud ceiling for Misawa will be specified in hundreds of feet. Prevailing visibility will be expressed both in metric (kilometers/meters) and US customary (statute miles/fractions) measurements.

2.15.3.2. Runway in use and type of approach to expect.

2.15.3.3. Significant runway surface conditions, RCR and braking actions. The RCR will be reported as both high friction surface (HFS) and low friction surface (LFS).

2.15.3.4. Other necessary ATC information.

2.15.3.5. Instructions for the pilot to acknowledge receipt of the ATIS broadcast.

2.15.4. All pilots shall attempt to obtain ATIS information before initial contact with ATC. Report receipt of the current ATIS broadcast on initial contact by using the specific ATIS phonetic alphabet code.

2.16. Aircraft Special Operations Areas/Ramps.

2.16.1. Arm/De-arm Areas. Normal operations shall be conducted on TWYs B1 & B5 but may be conducted on A1 & A5 when B1 & B5 are unavailable (Attachment 15). In case of hung/malfunctioning forward firing or live ordnance, TWYs B1 or B5 shall be used. Training/inert hung ordnance may also be processed on TWY A2. When weather or airfield construction conditions prevent use of the EOR, TWY B may be used.

2.16.2. Engine Run-up Areas.

2.16.2.1. Engine runups above 85% shall be performed on the HCP, TWY B1, B5, or A1 designated engine suppression facility (hush house). All other engine runs may be done in designated parking areas.

2.16.2.2. The Navy East and West finger ramps shall not be used for engine runs above 80%.

2.16.2.3. Helicopter hover checks may be performed on any taxiway when approved by Misawa Ground Control. Helicopters may run engines with rotors turning on all designated parking locations. Crews will exercise caution to minimize rotor wash and FOD.

2.16.2.4. The AFM may approve other non-standard engine run areas on a case-by-case basis.

2.16.3. Drag Chute Jettison Areas are located at TWY A1, A2, A5, B1 and B5.

2.16.4. Hot Pit Refueling is available for fighter type aircraft in HAS C11, C13, C15, C17, C45 C47, Hot Cargo Pad, and South Transient Ramp.

2.16.5. Helicopter Takeoff/Landing Areas. JASDF CH-47 helicopters routinely use TWY B for their operations under ATC control.

2.16.6. Radar Warning Receiver (RWR) Checks:

2.16.6.1. RWR checks are accomplished prior to departure. The MOCC will notify AMOPS prior to setting up the RWR pits and when complete. The MOCC will also notify AMOPS when the RWR equipment is moved for the day.

2.16.6.1.1. Rwy 10 primary RWR pit is on Twy C1. When this area is in use, Twy C1 will be restricted to fighter aircraft only.

2.16.6.1.2. Rwy 28 primary RWR pit is on Twy C3. When this area is in use, Twy C3 will be restricted to fighter aircraft only.

2.16.6.2. The MOCC or RWR pit supervisor will prior coordinate with the AFM when a pit location is required other than in primary areas. AMOPS will issue appropriate airfield restrictions/NOTAMs before the area is used.

2.16.6.3. When Twy C3 is used for RWR checks, the RWR supervisor will ensure all equipment is removed as soon as possible when requested by AMOPS for aircraft to transition to/from the HCP.

2.16.6.4. When RWR equipment is not in use, it must be removed from the area and stored in an area that does not violate runway lateral distance requirements (1000 feet from runway centerline), taxiway clearance requirements (200 feet from taxiway centerline), or any other airfield/airspace surfaces.

2.17. Aircraft Towing Procedures.

2.17.1. Before towing any aircraft:

2.17.1.1. Permission for towing of 35 FW aircraft shall be coordinated with Base Defense Operations Center (BDOC) through the Maintenance Operations Center

(MOCC). All other requests for towing shall be coordinated through AMOPS via direct line, who in turn will relay the request to the ATCT.

2.17.1.2. If any delay is encountered, the aircraft tow team shall advise MOCC of the delay, and MOCC/BDOC coordination shall be re-accomplished.

2.17.1.3. MOCC shall notify Crash Recovery of aircraft requiring removal from runway.

2.17.1.4. Communications shall be maintained between the towing operation and the MOCC.

2.17.1.5. If towing within the CMA, two-way communications with the ATCT shall be established and maintained for movement clearance.

2.17.1.5.1. Permission shall be requested by the tow supervisor and granted by the ATCT prior to towing aircraft onto the CMA.

2.17.1.6. Towing Aircraft at Night. Aircraft being towed at night shall be illuminated to the extent the general outline is visible. Suggested methods are: aircraft external lights on steady bright, or portable lights attached to the extremities of the aircraft.

2.17.1.7. Aircraft will not be towed on any closed portion of the airfield.

2.18. Aircraft Taxiing Requirements/Routes.

2.18.1. Positive Control.

2.18.1.1. All taxiing aircraft shall be in radio contact with the ATCT at all times and shall remain on ground control frequency until ready for takeoff. Due to visibility restrictions positive control of taxiing aircraft is not available north of TWY B. ATCT does not control vehicles operating on taxiways north of TWY B, South Ramp or Taxilane Alpha.

2.18.1.2. No aircraft shall commence taxiing until taxi instructions have been received from Misawa Ground Control. Flight leaders may request taxi instructions and IFR clearances for their flight.

2.18.1.3. All landing aircraft shall contact Misawa Ground Control on frequency 275.8 or 118.65 MHZ or as directed by ATCT for taxi instructions prior to entering either parallel TWY.

2.18.1.4. Taxi Routes. All aircraft shall normally use the most direct taxi route from the chocks to takeoff point, unless otherwise directed by Ground Control.

2.18.1.5. Taxi Speed. All aircraft shall taxi at a safe rate of speed and under the positive control of the pilot.

2.18.1.6. Visual Blind Spots. Portions of the east and west Navy apron fingers and hardened aircraft shelter (HAS) area are not visible from the ATCT.

2.18.1.7. Radio Blind Spots. Radio blind spots may be encountered around the HAS areas.

2.18.1.8. Emergencies. When ATC is controlling an aircraft emergency, aircraft operating on the airfield can expect delays and/or re-routings to avoid interference with

the emergency. All aircraft, vehicle operators, and personnel shall exercise radio discipline for the duration of the emergency.

2.18.1.9. Aircraft Taxiing Without Clearance. Misawa Ground Control shall not clear any aircraft to taxi without a flight plan or approved daily flight schedule on file, except in accordance with paragraph 2.18.1.10. Aircraft on an approved daily flight schedule, but whose flight plan has not yet been received by Misawa Ground Control may taxi while Misawa Ground Control is awaiting receipt of the flight plan. The SOF has direct access to the approved daily flight schedule for ATCT reference.

2.18.1.9.1. If an aircraft attempts to taxi without a flight plan on file or is not on the daily flying schedule, the pilot shall be advised to hold position. Should the subject aircraft attempt to taxi, the ATCT controller shall activate the Primary Crash Alarm System (PCAS), initiating *35 FW Antiterrorism/Force Protection/Security Operations Plan* (AT/FP/S OPLAN).

2.18.1.9.2. The ATCT shall advise AMOPS of the no flight plan aircraft. AMOPS shall attempt to obtain a flight plan from the appropriate unit operations officer. If no flight plan can be obtained, the aircraft will be advised to shut down.

2.18.1.10. Taxi Checks. In the event it is necessary to perform a taxi check, the taxi crew's Operations Section shall coordinate with the AMOPS, via hotline only, for authorization. AMOPS shall forward the information to Misawa ATCT prior to any aircraft movement under its own power.

2.18.1.11. Taxi Priority. Aircraft taxiing for takeoff shall normally have priority over aircraft returning to the line or ramp.

2.18.1.12. Heavy Aircraft Jet Thrust Avoidance Procedures. No restrictions.

2.19. Airfield Maintenance (Sweeper Operations, Grass Mowing, and Snow Removal).

2.19.1. Operations are conducted jointly by 35 CES and JASDF personnel.

2.19.2. Sweeper Operations.

2.19.2.1. USAF sweeper will check/sign in at AMOPS by 0630L or two hours prior to 35 FW flying for direction on areas to be swept. In addition, the sweeper will phone in to AMOPS, as a minimum, at 1230 and 1530 (except for down days/holidays/weekends).

2.19.2.2. AMOPS and the SOF have the authority to redirect sweeper operations for immediate response to mission execution or changes in priorities to support 35 FW daily missions.

2.19.2.3. Sweeper operators will constantly monitor the ATCT frequency while on the airfield. In the case of a Japanese National operating the airfield sweeper, the ATCT will translate and relay any information accordingly.

2.19.2.4. Priorities:

2.19.2.4.1. Runway and overruns (JASDF).

2.19.2.4.2. Twy A1,A2, A3, A4, A5, and all of Alpha taxiways (USAF).

2.19.2.4.3. Twy B1, Bravo (West), B2, B3, Bravo (East), B5 (USAF/JASDF).

2.19.2.4.4. Twy C3, Charlie, C2, and C1 (USAF).

2.19.2.4.5. Twy D1, Delta (West), Delta (East), D2 and D3 (USAF).

2.19.2.4.6. Navy Ramp and East/West Fingers (USAF).

2.19.2.4.7. South Transient Ramp and vehicle lanes (USAF).

2.19.2.5. Direct phone line and AMOPS radio transmissions shall be monitored throughout the winter months, 24 hours a day by the Heavy Repair section controller/dispatcher from 15 November to 31 March of each year. Non-winter months sweeper operators shall monitor the ATCT frequency throughout the day (0600 to the end of US flying) and stand-by personnel should be contacted through 35 CES/CEF Fire and Emergency Services at 226-3218.

2.19.2.6. Personnel assigned to the 13th and 14th Fighter Squadrons/AMUs shall coordinate airfield sweeper requests through MOCC, who in turn will contact AMOPS. Other organizations who require sweeper support on the airfield shall contact AMOPS directly.

2.19.3. Grass mowing responsibilities are depicted in the Misawa Grass Cutting Responsibilities Atlas. Airfield mowing will be accomplished to maintain vegetation height IAW AFI 91-202, AFPAM 91-212, and the 35 FW BASH/Wildlife Hazard Reduction Plan.

2.19.4. Snow Removal Procedures are found in Chapter 8.

2.20. Runway Surface Condition/Runway Condition Reading (RSC/RCR) Values.

2.20.1. USAF AMOPS and JASDF Base Operations shall conduct separate RWY RSC/RCR checks. JASDF BOPS is required to conduct RWY RSC/RCR 24hours/7days a week for JASDF aircraft.

2.20.1.1. USAF RSC/RCR readings will be used by all US aircraft stationed at or transiting Misawa AB.

2.20.2. USAF AMOPS shall conduct RSC/RCR checks of the runway, taxiways, and ramp surfaces IAW AFI 13-204v3, Ch. 18 and T.O. 33-1-23.

2.20.2.1. AMOPS will post RSC/RCR information on the airfield status board in the flight planning room.

2.20.2.2. The USAF RWY RCR will be reported as both high friction surface (HFS) and low friction surface (LFS). The HFS consists of the center 7,500 feet (asphalt) portion of the runway. The LFS consists of the first 1,500 feet of RWY 10 and the first 1,000 feet of RWY 28 (concrete).

2.20.2.3. JASDF ATC shall notify all aircraft of RWY RSC/RCR provided by USAF AMOPS.

2.20.2.4. When notified by USAF AMOPS of new RSC/RCR values, JASDF ATC shall notify all US aircraft on their frequencies by making an “ALL US AIRCRAFT” call, passing the new USAF RCR values, using both HFS and LFS and include both numbers in the remarks portion on the next ATIS update.

2.20.2.5. The 35 OSS Weather Flight shall include RCR/RSC information in flight weather briefings, when applicable.

2.20.3. The ATCT shall pass to AMOPS, JASDF Base Operations, and RAPCON any braking action reported by any arriving aircraft.

Table 2.3. RCR Values.

RCR Values			
0-2=0	18-20=6	36-38=12	54-56=18
3-5=1	21-23=7	39-41=13	57-59=19
6-8=2	24-26=8	42-44=14	60-62=20
9-11=3	27-29=9	45-47=15	63-65=21
12-14=4	30-32=10	48-50=16	66-68=22
15-17=5	33-35=11	51-53=17	69-71=23
			72-74=24
NIL	**POOR**	**FAIR**	**GOOD**

2.20.4. If aircrew, control tower personnel, or the SOF visually observe that a runway surface appears to be wet (pending confirmation via Airfield Management), ATC (Tower & Approach) will add "runway appears wet" to inbound/outbound aircraft communications until a determination is made and disseminated via established procedures. Control tower personnel are the focal point for visual assessment inputs.

2.21. Runway Inspection/Check Procedures.

2.21.1. The purpose of airfield inspections/checks is to ensure the airfield is safe and capable of supporting the flying mission. Construction sites and pavement repair areas are of special interest.

2.21.2. The AFM (or designated representative) shall perform a comprehensive daily airfield inspection IAW AFI 13-204v3, Ch. 17 and local operating procedures.

2.21.3. AMOPS personnel shall conduct airfield checks IAW 13-204v3, Ch. 17 and local checklists to include the following:

2.21.3.1. In response to in-flight emergencies/ground emergencies.

2.21.3.2. In determining RSC/RCR.

2.21.3.3. FOD checks.

2.21.3.4. BASH/habitat control. Refer to 35 FW BASH Plan for reporting procedures.

2.21.3.5. Following wide body/heavy aircraft operations (C17 or larger).

2.21.3.6. During rapidly changing weather conditions.

2.21.3.7. Following a natural disaster (earthquake, tsunami, etc.).

2.21.3.8. After aircraft arresting systems have been reconfigured.

2.21.3.9. Airfield lighting serviceability and marking retro-reflectivity check.

2.21.4. The AFM (or designated representative) will conduct and document a quarterly joint airfield inspection (JAI) IAW AFI 13-204V3, para 3.1.4.3.

2.21.5. The AFM will conduct and document the annual Airfield Certification/Safety Inspection IAW AFI 13-204V2, Chapter 2.

2.21.6. During all inspections/checks, emphasis shall be placed on foreign objects, broken or burned-out lights, runway surface, ramp area pavement, or any other obstacles which might be a hazard to operations. All hazards/discrepancies found during an inspection shall be recorded in detail, to include the type of discrepancy, location, and estimated severity of the condition. General conditions of the lighting system shall be noted. Any discrepancy found during hours of darkness which has not yet been corrected shall be made a matter of record.

2.21.7. When FOD is reported or suspected on the runway:

2.21.7.1. ATCT shall:

2.21.7.1.1. Suspend takeoffs and landings (except for emergency landings, rescues, and alert scrambles).

2.21.7.1.2. Immediately notify AMOPS and RAPCON.

2.21.7.1.3. Notify all aircraft under their control of the temporary runway operations suspension.

2.21.7.1.4. Notify SOF (if on duty in ATCT).

2.21.7.2. AMOPS shall:

2.21.7.2.1. Immediately dispatch personnel to investigate.

2.21.7.2.2. Contact ATCT prior to entering runway and include the words "FOD Check" in the transmission.

2.21.7.2.3. Report to ATCT when runway appears FOD-free and operations may resume. **NOTE:** The SOF has OG authority to waive an airfield inspection for FOD and emergencies. The JASDF Wing Operation Center (WOC) or Flight Operation Center (FOC) has the authority to waive airfield inspection after an emergency if the 35 FW is not flying and the SOF is not in the tower/on duty. A drag chute released on the runway is considered FOD.

2.21.8. All airfield inspections/checks shall be documented on a locally developed Airfield Inspection Form as well as on AF Form 3616, **Daily Record of Facility Operation**, and logged in AMOPS. All outages, problems, and discrepancies found during an inspection/check, shall be documented and reported as required. Emergency deficiencies noted on all inspections shall be handled by service call; all others shall be handled by Civil Engineer Work Request, AF Form 332.

2.21.9. When a reported discrepancy is a hazard, AMOPS shall notify the AFM, JASDF Base Operations Commander, JCAB, and associated flying units (as necessary).

2.21.9.1. The AFM or designee will:

2.21.9.1.1. Evaluate the hazard.

2.21.9.1.2. Ensure proper reporting procedures are accomplished to notify the agency responsible for corrective action.

2.21.10. The ATCT shall be notified of any condition which could affect aircraft movement.

2.21.11. When responding to an IFE and the SOF, WOC/FOC waives the inspection, document the information to include the name of SOF on duty (or WOC for JASDF aircraft) and time. All SOF calls will be documented on AF IMT 3616.

2.22. Runway Opening/Closing Procedures.

2.22.1. The AFM, or designated representative, is the primary authority for closing and reopening of the aerodrome during emergencies.

2.22.2. For Misawa AB, any person in or acting under the authority of the 35th OG/CC may close/open the aerodrome.

2.22.3. The tower Watch Supervisor can suspend runway operations when there is a reason to believe that a hazard exists on or near the runway or in the immediate approach area.

2.23. Procedures for Suspending and Resuming Runway Operations.

2.23.1. AMOPS, SOF, and ATC are required to suspend operations or close the RWY/TWYs when an unsafe condition exists.

2.23.2. Unsafe RWY/TWYs shall remain closed/operations suspended until an inspection is completed by AMOPS and they advise tower/on-duty SOF that operations may be resumed.

2.23.3. ATCT shall suspend all aircraft operations to the runway of intended landing at a time or location determined by the tower watch supervisor. The suspension will take place at an appropriate time or location so as not to impede crash vehicle response or delay emergency aircraft arrival.

2.23.3.1. Operations to the runway shall remain suspended after an emergency aircraft lands until a runway check is completed, except when the SOF or WOC/FOC has waived the runway check. ***NOTE:*** JASDF BOPS has the authority to resume RWY/TWY operations when AMOPS is not available for holidays or other times coordinated.

2.24. Engine Test/Run-Up Procedures.

2.24.1. All engine run-ups must be coordinated with AMOPS and ATCT.

2.24.1.1. To preclude unauthorized engine runs, MOCC shall notify AMOPS of a pending engine run-up.

2.24.1.2. AMOPS shall notify the ATCT prior to the start of the engine run-up.

2.24.1.3. . The run-up operator shall call ATCT via radio and provide the aircraft's location, tail number, and type of engine run-up clearance desired (i.e. idle, takeoff rated thrust).

2.24.1.3.1. The run-up operator shall monitor ground control frequency during the engine run and notify the ATCT of termination.

2.24.2. During all engine runs, two-way radio contact with the ATCT is mandatory. A spotter shall be on the ground to ensure jet/prop blast does not in any way create a hazard. The spotter shall keep visual and inter-phone contact with the cockpit/flight deck for the duration of the engine run.

2.24.3. For all engine runs, the run-up supervisor shall ensure the areas in front and aft of the engine(s) are clear. For takeoff rated thrust, particular attention shall be given to vehicle traffic.

2.24.4. For engine runs after major fuel repairs, MOCC shall contact the 35 CES/CEF Fire and Emergency Services Control Center and request a standby vehicle.

2.24.4.1. 35 CES/CEF Fire and Emergency Services shall dispatch an appropriate Aircraft Rescue and Fire Fighting (ARFF) vehicle to the standby location. In the event an ARFF vehicle is not available, the 35 CES/CEF Fire and Emergency Services Control Center will request a JASDF crash vehicle to perform standby duties.

2.24.5. All run-ups in excess of the aircraft flight manual (preflight or post-flight) requirements, made by a flight crew as part of trouble shooting or operational checks, shall be considered maintenance engine runs. In these instances, the aircraft shall taxi or be towed to the proper spot.

2.24.6. During quiet hours, (2200L to 0600L daily)

2.24.6.1. 35 FW assigned (F-16) aircraft engine run-ups above idle will be coordinated with the appropriate maintenance commander.

2.24.6.2. NAF engine runs during quiet hours will be coordinated and approved through the NAF/CC first, prior to requesting final permission and approval through AMOPS. **EXCEPTION:** Hush house engine runs, F-16 idle engine runs, and low power P-3 engine runs do not require waiver authority, but must still be approved through AMOPS.

2.24.7. Unauthorized engine runs shall be treated as a potential aircraft theft in accordance with 35 FW AT/FP/S OPLAN.

2.25. Noise Abatement/Quiet Hour Procedures.

2.25.1. Current directives require noise from aircraft operations be controlled as much as possible with flight patterns and/or operating hours IAW USFJI 11-101. Flight safety and mission accomplishment are paramount; however, the following guidelines shall be observed to the maximum extent possible, consistent with mission requirements and aircraft performance capability.

2.25.1.1. After establishing a safe climb altitude, reduce power, and do not use afterburner or maximum climb power until 10 NM from Misawa AB or 4,000 feet.

2.25.1.2. Do not start a rejoin until 500 feet AGL. Aircraft will avoid overflight of Misawa City below 3,000 feet. If cleared for a turn, the south departure aircraft will delay turns until 3.5 Distance Measuring Equipment (DME) for RWY 28 and 2.5 DME for RWY 10.

2.25.1.3. Aircraft commanders shall minimize noise, consistent with aircraft safety and operational necessity.

2.25.2. High power unsuppressed engine runs are prohibited during quiet hours, 2200-0600L daily.

2.25.2.1. The 35 MXG/CC or Deputy is the waiver authority for the 13th and 14th Aircraft Maintenance Units engine run-ups above idle during quiet hours. Engine runs

inside the engine suppression facility (hush house) do not require a waiver. Once approved, notify AMOPS (226-3110) who in turn will notify ATC.

2.25.2.2. The 35 MXG/CC is the waiver authority for all engine run-ups above idle on the south Transient Ramp during quiet hours. AMOPS will coordinate approval with the 35 MXG/CC through the 35 FW Command Post.

2.25.2.3. Navy P-3 Squadron engine run-ups above idle will first be coordinated and approved through the NAF/CC via the maintenance commander. Once approved through NAF/CC, AMOPS will coordinate and request final approval with the 35 OG/CC through the 35 FW Command Post.

2.25.2.4. All JASDF engine run-ups will first be coordinated and approved through the chain of command. Once approved through the chain of command, AMOPS will coordinate and request final approval with the 35 OG/CC through the Wing Command Post.

2.25.3. Both flight and ground operations should be held to a minimum during daily quiet hours. Night training flights should be limited to those necessary to fulfill assigned missions and maintain aircrew proficiency, and efforts should be made to complete night flights not later than 2200L.

2.25.4. For quiet hour requests for change of command ceremonies, retirements, or other special activities, reference 35th FWI 11-251 Quiet Period/Airfield Closure Procedures.

2.26. Protection of Precision Approach Critical Areas.

2.26.1. Instrument Hold Lines shall be used during poor weather conditions as directed by ATCT to protect precision approach critical areas from encroachment by aircraft or vehicles.

2.26.1.1. Instrument hold lines are located on TWYs A1, A2, A4, A5, A6, B, B2, C, and J, and are identified by two solid parallel stripes perpendicular to the taxiway centerline. The designation "INST" is painted on the runway side of the line.

2.26.1.2. To protect the glide slope signals, ATCT shall restrict all aircraft larger than fighter type/size from proceeding beyond the instrument hold lines when an aircraft executing an ILS approach is inside the final approach fix and the reported ceiling is less than 800 feet or visibility is less than 2 miles.

2.26.1.3. ATCT shall restrict all aircraft and vehicles from proceeding beyond the instrument hold lines when an aircraft executing an ILS approach is inside the final approach fix and the reported ceiling is less than 200 feet or visibility is less than 1/2 mile (runway visual range RVR 2,400).

2.26.1.4. Additionally, to protect the touchdown critical area, ATCT shall restrict all vehicles and aircraft from proceeding beyond the instrument hold lines when an aircraft is executing an ILS or precision approach radar (PAR) approach inside 1 NM from touchdown and the reported ceiling is less than 200 feet or visibility is less than 1/2 mile (RVR 2,400).

2.26.1.5. To protect the localizer signal, ATCT shall restrict all aircraft operations in the localizer critical area when an aircraft is executing an ILS approach and is inside the final

approach fix and the reported ceiling is less than 800 feet or the visibility is less than 2 miles.

2.26.1.5.1. **EXCEPTION**: Preceding arrivals landing or exiting the runway, preceding departure or missed approach aircraft. ATCT shall not authorize vehicle or aircraft operations in or over the localizer critical area when an aircraft is on an ILS and is inside 1 NM from touchdown and the reported ceiling is less than 200 feet or visibility is less than 1/2 mile (RVR 2,400).

2.27. Airfield Restricted/Classified Areas.

2.27.1. Restricted areas are depicted in Attachment 4. Misawa AB does not have any classified areas on the airfield.

2.28. Auxiliary Power for ATCALS Facilities.

2.28.1. All ATCALS facilities have dedicated generators equipped with auto start technology that will provide power during power outages as well as UPS and back-up batteries to facilitate a smooth transition during power transition.

2.28.2. 35 CES has responsibility for the maintenance and testing of the generators.

Chapter 3

FLYING AREAS

3.1. Local Flying Area/Designation of Airspace.

3.1.1. Local Flying Area (USFJ). The local flying area is defined as that area within 200 NM of Misawa and includes the following:

3.1.1.1. Military Airfields and Civilian Control Zones

3.1.1.1.1. Misawa Control Zone. A 5 nautical NM radius of Misawa AB extending from the surface up to and including 6,000 feet.

3.1.1.1.2. Hachinohe Airport and Control Zone located 11 NM southeast of Misawa is 5 NM radius, up to and including 6,000 feet.

3.1.1.1.3. Ominato Control Zone located 34 NM northwest of Misawa is 5 NM radius, up to and including 3,000 feet.

3.1.1.1.4. Matsushima Airport and Control Zone located 110 NM south of Misawa is 5 NM radius, up to and including 6,000 feet.

3.1.1.1.5. Chitose Airport and Control Zone located 124 NM North of Misawa is 5 NM radius, up to and including 6,000 feet. ***NOTE*:** Advance coordination is required to utilize the airfields and/or transition the control zones except in emergency situations

3.1.1.2. Restricted Airspace.

3.1.1.2.1. R-129 (Air-to-Air Range) located 35 NM east of Misawa. Surface up to and including 35,000 feet. Controlled by Northern Air Defense Force (JASDF).

3.1.1.2.2. R-130 (DRAUGHON Air-to-Ground Range) located 10 NM north of Misawa. Surface up to and including 23,000 feet. Controlled by the 35 OSS (USAF).

3.1.1.2.3. R-131 (Air-to-Air Range) located 85 NM northeast of Misawa. Surface to unlimited. Controlled by Northern Air Defense Force (JASDF).

3.1.1.2.4. R-521 (Ground-to-Air Range) is located 20 NM north of Misawa. Surface up to and including 23,000 feet. Controlled by Japan Ground Self Defense Force (JGSDF).

3.1.1.2.5. R-1 (Shariki Communications Site) located 50 NM northwest of Misawa. Surface up to and including 19,000 feet. Controlled by USFJ.

3.1.1.2.6. R-SHIMOKITA (Ground-to-Ground Range) located 30NM north of Misawa. Upper limit specified by NOTAM. Controlled by Technical Research and Development Institute (Japan Defense Agency).

3.1.1.3. Bravo and Charlie training areas (see Attachment 6).

3.1.2. Terminal ATC Airspace.

3.1.2.1. Misawa Approach Control Airspace. (see Attachment 5).

3.1.3. Airspace Classification. The following are terms used in the Japan Aeronautical Information Publication (AIP).

3.1.3.1. Class C Airspace (AIP: Positive Control Area-C (PCA-C)): Airspace adjacent to R-130 from 2000' AGL up to and including FL200. Airspace to FL230 can be obtained after coordination with Sapporo ACC. ATC clearance is required to operate within the Misawa PCA and continuous 2-way radio communication with the control agency is required.

3.1.3.2. Class D Airspace (Class D Surface Area) (AIP: Control Zone): Airspace within 5 NM of Misawa Air Base and Hachinohe Air Base from the surface up to and including 6000'. ATC clearance is required to operate within Class D Airspace and continuous 2-way radio communication with the control agency is required.

3.1.3.3. Class E Airspace. Controlled airspace extending upward from 700/1,000/2,000' AGL up to and including FL200 within 50 NM of Misawa AB, excluding the Misawa PCA and Misawa/Hachinohe Class D airspace.

3.1.3.4. Class G Airspace. Uncontrolled airspace extending from the surface up to but not including 700/1,000/2,000 feet AGL, excluding the Misawa PCA and Misawa/Hachinohe Class D airspace.

3.2. VFR Local Training Areas.

3.2.1. Misawa has no local VFR training areas.

Chapter 4

VFR PROCEDURES

4.1. Radar Service (Radar Advisory and Sequencing Service for VFR Aircraft).

4.1.1. VFR Departures. All VFR departures shall be given radar service within the Misawa RAPCON area (see Attachment 5) unless specifically declined by the pilot.

4.1.1.1. All VFR departures shall advise Ground Control of the initial heading and altitude before taxi.

4.1.1.2. VFR departures for 35 FW aircraft on the daily flying schedule are approved subject to the following criteria:

4.1.1.2.1. A delay is expected for an IFR/local flight plan.

4.1.1.2.2. The official weather (current weather observed by JASDF and the forecast for the time of flight by USAF Weather) must be 1500'/5000M or greater.

4.1.1.2.3. The SOF must approve the procedure.

4.1.1.2.4. Tower shall relay VFR departure information to AMOPS by stating, "(call sign), VFR departure."

4.1.1.2.5. AMOPS shall enter or delete flight plans using the following procedures:

4.1.1.2.5.1. Cancel/amend the original clearance and enter a local VFR departure for aircraft which originally filed a flight plan which will enter Sapporo ACC's airspace.

4.1.1.2.5.2. File a separate local VFR flight plan for aircraft that were initially included as an element of a previously departed flight.

4.1.1.2.5.3. No action is required for aircraft, which originally filed an IFR flight plan to remain in Misawa Approach Control's airspace.

4.1.1.3. Once airborne, VFR departures may be transferred to RAPCON for flight following. Single-pilot, ultra high frequency (UHF) equipped aircraft shall be transferred to RAPCON in the same manner as IFR departures.

4.1.2. VFR arrivals. All VFR arrivals shall be given radar service unless specifically declined by the pilot. Aircraft returning VFR should contact approach control prior to entering Misawa airspace (see Attachment 5). **NOTE:** Because of differences between FAA and JCAB regulations, RAPCON does not provide sequencing service to VFR aircraft entering via North or East IP. Expect traffic advisories only. Sequencing of VFR aircraft will be accomplished by the ATCT.

4.1.3. Restricted Area Procedures.

4.1.3.1. Tower will advise all arriving and departing VFR aircraft as required whenever R-130 or R-521 is in use.

4.1.3.2. All aircraft recovering VFR from R-130 shall depart the restricted area heading west if runway 10 is in use, or east if runway 28 is in use and call the RAPCON as soon

as possible. **NOTE:** When IFR handling is expected for recovery, take heading east regardless of the runway direction 10/28. Then call Misawa RAPCON.

4.2. General Instructions.

4.2.1. Obstructions south of control tower are not charted in attachments because of the published flight restriction over Misawa City below 3,000 feet.

4.2.2. Do not overfly military family housing area located 1.5 NM north of the Runway or JASDF military family housing area located SE of field boundary.

4.2.3. Do not overfly munitions storage areas below 1,600 feet (see Attachment 9).

4.2.4. All aircraft shall avoid overflight of Misawa City below 3,000 feet AGL.

4.2.5. Aircraft departing on Runway 10 shall not overfly the elementary and junior high school buildings located approximately one mile east of the field.

4.2.6. Pattern direction and altitude shall be as depicted in Attachment 9 unless otherwise coordinated by Misawa Tower.

4.2.7. Landing Gear Checks. All aircraft shall report "gear down" and type landing to the Tower when turning to base leg.

4.2.8. Go Around. Aircraft executing a go around from final approach shall clear the runways directed by the Tower, flying parallel so as to remain between the runway and the respective parallel taxiway. Do not exceed 1,600 feet until 3 DME on runway 28 or 2 DME on runway 10.

4.2.9. Modification of established patterns. Straight-in approaches, direct downwind, base leg entries, or any other modifications to the traffic pattern may be initiated by Misawa Tower or requested by the pilot.

4.3. VFR Weather Minimums.

4.3.1. The Misawa Class D Surface Area is considered VFR when the ceiling is at or above 1,500' and the visibility is 5,000 meters or greater. The ATCT watch supervisor will not allow VFR operations when the weather deteriorates below VMC, or when controllers are unable to provide visual separation between aircraft in the VFR pattern, regardless of the official weather observation.

4.3.2. SFO Pattern: 1000’ ceiling above the highest requested SFO altitude flown and 8000M visibility.

4.3.3. Overhead Pattern/VFR Pattern Breakout Weather Minimums: 3,000’ ceiling/5000M visibility.

4.3.4. Fighter Rectangular Pattern Weather Minimums: 3,000ft ceiling/5000M visibility.

4.3.5. Conventional Aircraft Rectangular Pattern Weather Minimums: 1,600 ft ceiling/5000M visibility.

4.3.6. Helicopter Pattern Weather Minimums: 1,100 ft ceiling/5000M visibility.

4.4. VFR Traffic Patterns.

4.4.1. When opening or closing VFR patterns during periods of 35 FW flying, the ATCT Watch Supervisor will coordinate closely with the SOF. The ATCT Watch Supervisor is the final authority for opening or closing the VFR patterns; although the SOF may restrict 35 FW aircraft from using VFR patterns at any time.

4.4.2. VFR Entry. Recover to the pattern via the appropriate VFR IP (Attachment 8). All aircraft shall inform ATCT of the position, number of aircraft in flight and type of landing upon initial contact. VFR IPs are funnel points. Be vigilant for traffic. Cross N and E IPs at 2500', cross S IP at 3500', and descend to 2500' by initial (280/4 RWY 10, 100/3 RWY 28), then descend to 2100'. If necessary, inform tower/RAPCON of other than intended altitude.

4.4.3. VFR Holding. Hold at 3500'MSL at designated holding points. Subsequent flights deconflict at higher altitude.

4.4.4. Patterns. Fly all patterns to the north of the runway.

4.4.5. Pattern Altitudes. Initial - 2500' MSL, Conventional - 1100' MSL, Hung Ordnance - 1600' MSL.

4.4.6. Initial/Tactical Initial will be flown at 300/350 KIAS respectively. Break at the approach end or as directed. ATCT must approve tactical overheads. Wingman will fly 2500' line abreast. Trail element will maintain 1.5 NM spacing.

4.4.7. Closed Patterns. Initiate closed pattern at departure end unless ATCT states, "present position closed." Include intentions (full stop, etc.) with closed pattern request.

4.4.8. Re-entry. Flights requesting/directed to re-enter will climb to outside downwind. Stay at or below 1600' on upwind leg until clear of the overhead pattern, then climb to 2500' MSL within 5 NM north of the field. From outside downwind, proceed to the appropriate VFR IP.

4.4.9. Go Around. When directed by tower, fly parallel between the runway and the taxiways.

4.4.10. Breakout. Climb to 2500' and re-enter at the appropriate VFR IP. If on a VFR straight in, stay at or below 1600' until clear of the overhead pattern, then re-enter at the appropriate VFR IP.

4.4.11. VFR Straight-Ins. Depart the IP at the 2500' MSL and be at 1,600' MSL before being established on final.

4.4.12. Overhead and Straight-In SFOs. Fly overhead SFOs north of the runway. Report "30 seconds to High Key," or "Glider East/West" with altitude. "Report low/base key" or "report 5 mile final" is clearance to begin SFO. Hold at Glider East/West at 8500' to the North. Subsequent aircraft will stack above in 1000' increments.

4.5. Special Procedures.

4.5.1. Functional Check Flight (FCF).

4.5.1.1. Coordination.

4.5.1.1.1. When the 35 FW Command Post receives notification of a proposed F-16 FCF, they shall immediately advise AMOPS of the estimated time of departure (ETD), call sign, and estimated time enroute (ETE) of the FCF.

4.5.1.1.2. AMOPS shall file a local FCF flight plan and advise the ATCT of the ETD, aircraft call sign, and the FCF route the aircraft shall fly.

4.5.1.1.3. Misawa ATCT shall advise Misawa RAPCON and Sapporo ACC of the FCF flight plan information. **NOTE:** Sapporo ACC requires FCF notification NLT 30 minutes prior to ETD. Pilots should file their flight plan at least 1 hour before ETD to allow sufficient time for the required notifications to occur. **This FCF mission cannot be accomplished while GAICHO ALTRV (Attachment 7) is hot.**

4.5.1.1.4. FCF pilot shall:

4.5.1.1.4.1. Squawk 1155 or as assigned by ATC.

4.5.1.1.4.2. Monitor the appropriate frequency as assigned by Misawa RAPCON or Sapporo ACC.

4.5.1.1.4.3. When outside or above Misawa RAPCON's airspace, remain within the airspace bounded by 4125N latitude (west edge of V22) and 3955N latitude (east edge of V11). The pilot shall not deviate from this airspace unless approved by Sapporo ACC. Fly all FCFs in VMC.

4.5.1.1.5. Sapporo shall provide FCFs with radar traffic advisories to the maximum extent possible within the airspace defined.

4.5.1.2. FCF zoom profile.

4.5.1.2.1. Departures (see Attachment 12).

4.5.1.2.2. Recovery. After completion of FCF, aircraft shall make a standard recovery with Misawa RAPCON or ATCT.

4.5.1.3. FCF weather minima is 6,000/5.

4.5.2. Drop zone operations procedures

4.5.2.1. Two drop zones (DZ) are available at Misawa AB; Misawa West DZ and Misawa East DZ.

4.5.2.2. Procedures for scheduling and operations of the DZ are located in the Misawa Drop Zone Letter of Agreement.

4.5.3. Protection of the Overhead Pattern.

4.5.3.1. All departures, including aircraft conducting low approach, touch and go or missed approach, shall remain at or below 1,600’ until 3 DME for runway 28 or 2 DME for runway 10. This restriction may be deleted by ATC if traffic conditions permit.

4.6. Reduced Same Runway Separation Procedures.

4.6.1. JASDF ATC is authorized to apply reduced runway separation between 35 FW aircraft and Misawa-based JASDF aircraft of similar operating characteristics. The 35 OG/CC may authorize non-Misawa based USFJ aircraft to utilize the reduced separation

procedures after the pilots receive a RSRS briefing and coordination has been accomplished with JASDF ATC.

4.6.2. The control tower shall not apply reduced runway separation if the watch supervisor determines that poor visibility (e.g., runway distance markers not visible from the ATCT) will preclude such an operation.

4.6.3. For the purposes of RSRS, the F-16 and the F-2 are considered the same fighter type.

4.6.4. The following RSRS apply:

Table 4.1. The following RSRS apply.

Type Aircraft Behind	Arriving/Departing Aircraft	Distance Required
Fighter Type	Similar Fighter	4,000’
Fighter Type	Dissimilar Fighter	6,000’
Non-Fighter/Trainer Type	Non-Fighter/Trainer Type	6,000’
Fighter Type	Non-Fighter/Trainer Type	9000’

4.6.4.1. 6,000 feet when one of the following conditions exists:

4.6.4.1.1. Between sunset and sunrise.

4.6.4.1.2. Reported wet runway.

4.6.4.1.3. The RCR is reported to be 16 or less.

4.6.4.1.4. When RCR is not available and RSC is reported as ice or snow on runway.

4.6.5. Restrictions: All other operations shall be in accordance with applicable United States Government and Japanese Government policies and regulations. Less than standard separation shall not be authorized when one or more aircraft involved is:

4.6.5.1. Emergency aircraft.

4.6.5.2. Heavy jet.

4.6.5.3. Civil aircraft.

4.6.5.4. Military contract carrier.

4.6.5.5. Air evacuation aircraft.

4.6.6. RSRS criteria contained in this provision will normally be applied as a courtesy to USFJ aircraft. However, JASDF ATC retains the prerogative to apply standard runway separation when operationally necessary or as directed by their higher headquarters.

4.7. Intersection Departures.

4.7.1. Intersection Departure. The aircraft commander or tower controller may initiate a request for an intersection departure. Intersection departures by fixed-wing aircraft may be performed at the pilot's discretion and are authorized from the following points:

Table 4.2. Intersection Departures by Fixed Wing Aircraft.

From Taxiway	Rwy 28 Distance Available	Rwy 10 Distance Available
A2 or B2	N/A	8,400 feet
A3 or B3	5,300 feet	4,700 feet
A4	7,325 feet	N/A

4.8. Helicopter Operations.

4.8.1. Clearance to takeoff/land at a location other than a designated helicopter landing area may be granted by ATCT. However, the pilot shall ensure that a safe takeoff/landing can be made within the operating limitations of the aircraft. If an aircraft is taxiing near the takeoff/landing area, the ATCT shall give instructions to the aircraft to hold or terminate helicopter operations until taxiing aircraft are no longer a factor. Helicopters taking off or landing will avoid overflying taxiing/parked aircraft.

4.8.1.1. Helicopters operating from/to any airport surface (hovering/takeoff/landing) will ensure no debris is blown onto airport surfaces. The crew will notify ground/tower if any debris is noticed.

4.8.1.2. Clearance to land on Twy B will be interpreted as clearance to land anywhere on Bravo unless otherwise specified by ATCT. When aircraft or vehicles are using a portion of Twy B, ATCT shall provide traffic advisories to the helicopter pilots, then issue takeoff/landing clearance from specified areas on Twy B.

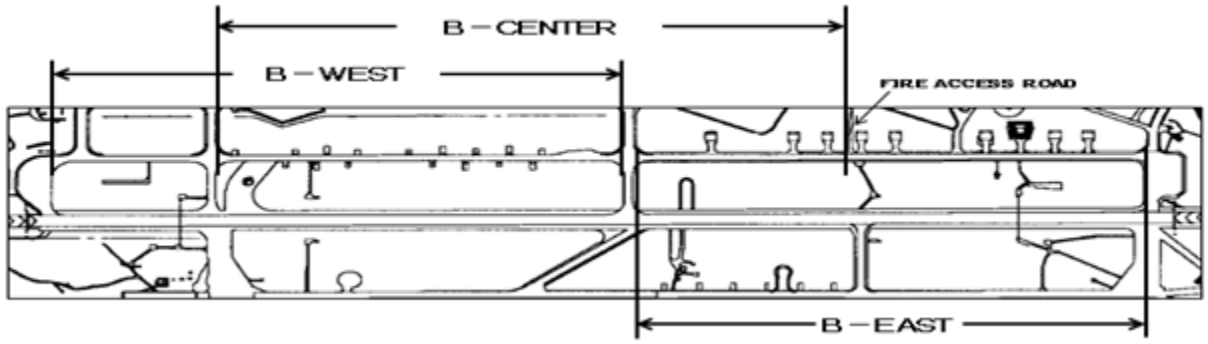
4.8.1.3. Helicopters taking off or landing shall overfly, off set to the north, taxiing/parked aircraft or vehicles on Twy B as a general rule.

4.8.1.4. ATCT shall protect all of Twy B when issuing special clearances to helicopters conducting auto-rotations, running landings or rolling departure.

4.8.1.5. For helicopters cleared for closed patterns to Bravo, early turnouts on upwind and early turns to base will be assumed unless otherwise directed by ATC. ATC will call traffic advisories (i.e., aircraft on final). Once a helicopter has called traffic in sight, the helicopter may be cleared to land on Twy B and will avoid that traffic landing on the runway.

4.8.1.6. B-West is the area between B1 and B3. B-Center is the area between B2 and the JASDF fire station access road. B-East is the area between B3 and B5. See Figure 4.1.

Figure 4.1. B West B Center B East Locations.



4.8.2. Traffic, Transition, and Training Areas. The helicopter traffic and transition areas are located north of the runway. The pattern is rectangular and parallels the runway. Pattern altitudes are downwind 600 feet and crosswind 400 feet. Helicopters may conduct hover training with prior coordination with the AFM and ATCT approval. Due to the increased chance of foreign object damage (FOD), such operation shall take place only above the taxiway surface and not in the grassy areas surrounding the taxiway.

4.8.3. Departures. Helicopters may depart in any direction as approved by Misawa ATCT. Pilots shall avoid flying over parked aircraft or passing within 500 feet of buildings or other fixed obstacles.

4.8.4. Optional Helicopter Departures/Arrivals. Helicopter arrivals are flown at a maximum of 600 feet unless ATCT approves a higher altitude.

4.8.5. Helicopter Emergency Procedure Training. Helicopter emergency procedure training will normally be performed on the active runway or to the takeoff/landing area. If Twy B is clear and after coordination with AM, emergency procedures and landings/approaches may be made to Twy B to minimize congestion on the active runway (Pilots will make their request on downwind).

4.8.6. Autorotations/Running Landings. ATCT clearance shall be received prior to conducting autorotations/running landings and shall be conducted on the active runway, or Twy B.

4.8.6.1. Autorotations will be flown to either the active runway or to Twy B. Pilots will request "1,000 foot downwind for 180-degree autorotation" before climbing above 600 feet. Downwind/ initial for 180-degree autorotations may be flown over Twy B. Base for 90-degree autorotations may be turned "inside" Twy B2 or B5 to ensure the approach doesn't terminate over the barrier. ***NOTES:*** **1.** Once autorotation has begun, the pilot will not be asked to go around, except for safety of flight requirements or emergency aircraft. **2.** ATCT will consider helicopters reporting "base for 90-degree" and/or "initial for 180-degree auto" as on short final. ATCT can expect the autorotation to begin immediately after landing clearance is granted. **3.** When airfield is VMC and the helicopter approaches to the runway for landing, ATCT may instruct the helicopter pilot to side-step maneuver to Twy B after runway in sight due to handling other landing or departure traffic.

4.8.7. Traffic Avoidance: Helicopters are uniquely capable of avoiding traffic due to excellent visibility, low altitudes, slow airspeed, and maneuverability. Helicopters will

normally monitor Misawa Approach when within radio reception range for flight following. Traffic is normally a concern only if it will pass within 500 feet (altitude) and 3 miles (laterally). Once a helicopter has called the traffic in sight, it will be responsible for separation, and won't need an ATC vector to avoid the traffic.

4.8.8. Water Operations: Helicopters will notify ATC when they will be performing water operations. When a helicopter is performing water operations, it will not normally monitor Misawa Approach due to the intensive amount of radio calls. ATC will call the helicopter on Guard if any traffic approaches within the ranges given above; the helicopter will acknowledge the call on Approach frequency.

Chapter 5

IFR PROCEDURES

5.1 Radar Traffic Patterns

5.1. 1. Radar Traffic Patterns.

5.1.1.1. Normal and minimum fuel radar traffic patterns are shown in Attachment 10.

5.1.1.2. Due to high terrain west of the airfield, do not exceed 13 DME below 3,100 feet on downwind for Runway 10.

5.1.1.3. Formations are considered "standard" unless stated by flight lead that they are in a "non-standard formation." The last wingman should squawk 5400. The flight leader shall inform the RAPCON of their order of recovery and the wingman's call sign when split-ups are required. Prior to final approach, all pilots shall inform the RAPCON of their intentions after completing a low approach or touch and go.

5.2. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar Approaches (PAR) Approaches/Monitoring.

5.2.1. PAR and ASR approaches are available during periods of scheduled wing flying.

5.2.2. A maximum of 3 PAR or ASR approaches can be conducted simultaneously.

5.2.3. When available, Radar Final Control (RFC) will monitor USAF single-piloted turbojet aircraft conducting an ILS approach when weather conditions are below 1,000’ ceiling or less than 3 NM visibility, at night, or upon pilot request. **NOTE: When ASR is out of service, PAR is not available.**

5.3. Local Departure Procedures.

5.3.1. ATCT Clearance. No aircraft shall proceed on the runway, or takeoff, without specific clearance from Misawa ATCT. Takeoff clearance shall not be issued without two-way radio communications between the control tower and the aircraft. ***Exception***: Pre-coordinated comm-out exercise/contingency launches.

5.3.2. Formation Takeoffs: Formation takeoffs are authorized provided the weather conditions are at or above minimums consistent with pilot qualifications.

5.3.3. Departure procedures.

5.3.3.1. Radar service will be provided to all departures.

5.3.3.2. Misawa Ground shall issue the assigned radar beacon code and climb out instructions.

5.3.3.3. Misawa ATCT will normally instruct departing IFR military transient turboprop/turbojet aircraft (except transport and cargo types) to change to departure control frequency when the takeoff clearance is issued.

5.3.3.4. Misawa ATCT should instruct departing civil aircraft and military transport and cargo types to change to departure control frequency 1/2 mile after takeoff, if traffic conditions permit.

5.3.4. Itachi 1 Departure Procedures.

5.3.4.1. All local 35 FW aircraft are automatically filed for an Itachi 1 Departure. Itachi 1 is a local stereo departure procedure for Misawa AB. The Itachi 1 stereo departure procedure, if flown in conjunction with the Diverse Departure procedure climb gradient as listed below, is a pre-coordinated IFR clearance.

5.3.4.2. Pilots flying the Itachi 1 Departure are expected to execute the following:

5.3.4.2.1. Runway l 0 - Climb on MIS R-100 until 2.5 DME then execute requested transition. Complete all turns within 7 DME. Minimum climb gradient is 270'/NM until 6300 MSL. For the Lima or Mike transition, cross 35 DME at or above l 4,500 MSL. All other transitions, cross 40 DME at or above 14,500 MSL.

5.3.4.2.2. Runway 28 - Climb on MIS R-280 until 3.5 DME then execute requested transition. Complete all turns within 7 DME. Minimum climb gradient is 300'/NM until 6300 MSL. For the Lima or Mike transition, cross 35 DME at or above 14500 MSL. All other transitions, cross 40 DME at or above l 4500 MSL.

5.3.4.3. JASDF pilots will comply with JASDF instructions and publications.

5.3.4.4. The Itachi 1 Departure cannot be used if Airport Surveillance Radar is out of service or unusable.

5.3.4.5. Complete all turns within 7 DME of MIS VORTAC.

5.3.4.6. Aircraft will contact Misawa Ground for IFR clearances other than the Itachi 1 Departure procedure. Pilots requesting an alternate departure shall inform ATC when requesting taxi instructions.

5.3.4.7. Phraseology Examples:

5.3.4.7.1. "Ground, Bandit 11, flight of 4, Panther Ramp ready to taxi, Itachi 1 Snoop."

5.3.4.7.2. "Ground, Lugger 11, request taxi, IFR (or VFR), Kilo, 8000' (or other requested altitude).

5.4. Radar Vector to Initial Procedures.

5.4.1. Radar vectors to initial are available when pilot requested and is based on other traffic.

5.5. Radar Trail Recoveries.

5.5.1. Radar assisted trail recoveries are authorized for recovery into Misawa AB. Use of these procedures is authorized by all locally stationed aircraft. Transient and temporary duty personnel may use these procedures if fully briefed by 35 OG/OGV and approved by the 35 OG/CC.

5.5.2. Trail recoveries will be flown IAW AFI 11-2F16-V3, *F-16--Operations Procedures,* and AFI 11-2F16-V3/35 FW Supplement 1. Trail recoveries may only be initiated by pilot request. ATC will treat trail recovery formations as single flights and provide vectors/service to the lead aircraft in the flight. Aircraft within the flight are responsible for maintaining separation within the flight.

5.5.3. Pilot Procedures:

5.5.3.1. Inform Misawa radar of the number of aircraft in flight and request upon initial contact. Flights should normally be established in trail formation prior to contacting Misawa RAPCON. If not previously established in trail, inform ATC when dragging wingmen.

5.5.3.2. Formation break-up should not be accomplished in instrument meteorological conditions (IMC); however, if unavoidable, break-up will be accomplished in straight and level flight. Drags should be accomplished with the power in idle, speedbrakes open, until obtaining spacing. Maintain 1.5 to 2 NM spacing throughout recovery and final approach. If RCR is less than (18/FAIR), use 3 NM spacing. The last aircraft in the formation will squawk Mode III/C 5400.

5.5.3.3. Aircraft in trail will comply with altitude and heading instructions given to the lead aircraft. Airspeed will be 300 KIAS until slowing for the approach or radar vectors. Flight leads will maintain a minimum of 180 KIAS until the final approach fix (FAF) and will pass unbriefed airspeed changes to flight members over the radio. Airspeed changes will be accomplished by all flight members at the same time. Altitude and heading changes will be made at the same place, not time, for all aircraft.

5.5.3.4. All aircraft will fly the same type of final approach (TACAN, ILS, or VFR straight-in) and report the FAF. Recoveries will normally terminate in a full stop landing. Low approaches for pilot proficiency may be requested, but will be approved by ATC on a workload/traffic-permitting basis.

5.5.3.5. Inform ATC when recovery order is different from numbering in flight (i.e., number 2 landing first). In this case, ensure aircraft in the lead position squawks Mode III/C assigned and the trail aircraft squawks Mode III/C 5400.

5.5.4. ATC Procedures: Upon approving trail recovery, ATC will provide IFR separation between the first aircraft in the flight and any preceding aircraft, and between the last aircraft in the flight and any trailing aircraft. Instructions will be given for the entire flight. Landing clearance given for the lead aircraft will be landing clearance for trailing aircraft in the formation. Trail recovery clearance terminates at the landing threshold.

5.5.5. Abnormal Procedures: Trail aircraft losing radar contact on preceding aircraft prior to a segment of the published approach will inform lead, climb 500 feet above last assigned altitude, and obtain a separate clearance from ATC. If contact is lost after established on a segment of the published approach, the approach may be continued if minimum separation can be confirmed by navigation aids. In the event of a breakout/go-around each flight will comply with specific instructions issued by ATC. Aircraft executing missed approach will assume the preceding aircraft has also gone missed approach. If radar contact is lost with the preceding aircraft during a missed approach, execute the following instructions until receiving vectors from ATC:

5.5.5.1. RWY 28: Climb runway heading to 1600 feet, turn right at 3 DME to: #1 – 060 #2 - 030 #3 - 360 #4 - 330

5.5.5.2. RWY 10: Climb runway heading to 1600 feet, turn left at 2 DME to: #1 - 320 #2 - 350 #3 - 020 #4 - 050

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of the Primary Crash Alarm System and Secondary Crash Net

6.1.1. Early warning of possible emergency situations must be given to all appropriate base agencies. This precautionary action shall enable agencies to prepare and respond in a timely manner to actual emergency declaration, cable arrestment, and/or runway closure. Only use the PCAS and SCN to relay information critical to aircraft and airfield operations. Exercise information may be passed over the PCAS and the SCN when authorized by 35 OSS/CC.

6.1.2. PCAS. This system is activated by ATCT and consists of the following agencies:

6.1.3.1. AMOPS

6.1.3.2. Fire Department (JASDF)

6.1.3.3. Fire and Emergency Services (USAF)

6.1.3.4. Hospital (USAF)

6.1.3.5. Hospital (JASDF)

6.1.3.6. RAPCON (JASDF)

6.1.3.7. Command Post

6.1.4. Alternate Notification Procedures. In the event the PCAS is inoperative, ATCT shall make one call to AMOPS via the direct line. AMOPS shall notify the USAF/JASDF fire departments and the USAF/JASDF hospital via the SCN. If the SCN is inoperative, AMOPS may use the conference call feature or make individual notifications by telephone and/or by Land Mobile Radio.

6.1.4.1. Fire Department (JASDF) Direct line or JASDF fire/crash radio net.

6.1.4.2. Fire and Emergency Services (USAF) Phone 911 on USAF phone or fire/crash radio net.

6.1.4.3. Hospital Emergency Room (USAF) Fire/crash radio net or phone 911 on USAF phone.

6.1.4.4. Hospital (JASDF) Commercial line or a JASDF fire/crash radio net.

6.1.4.5. Command Post – Hot line or land line.

6.1.5. SCN. Two SCN systems are operable, one for USAF and one for JASDF, in which the respective languages shall be spoken. AMOPS shall relay the information received from the PCAS on the SCN to the following agencies:

6.1.5.1. USAF:

6.1.5.1.1. Fire and Emergency Services (USAF)

6.1.5.1.2. Hospital (USAF)

6.1.5.1.3. Wing Command Post

6.1.5.1.4. MSG Commander

6.1.5.1.5. Maintenance Operations Control Center (MOCC)

6.1.5.1.6. Safety

6.1.5.1.7. Weather

6.1.5.1.8. Base Defense Operations Center (BDOC)

6.1.5.1.9. 35 CES Readiness Flight

6.1.5.1.10. Wheel and Tire (Crash Recovery)

6.1.5.1.11. Naval Air Facility(NAF) Misawa Quarterdeck

6.1.5.1.12. 35 CES/CEO Barrier Maintenance

6.1.5.1.13. Public Affairs (Listen Only)

6.1.5.1.14. Vehicle Operations (Listen Only) ***NOTE 1:*** Hospital notifies bio-environmental engineering. ***NOTE 2:*** Command Post notifies the following agencies:

6.1.5.1.14.1. 35th Fighter Wing Commander

6.1.5.1.14.2. 35th Fighter Wing Vice Commander

6.1.5.1.14.3. 35th Operations Group Commander

6.1.5.1.14.4. Mortuary Affairs

6.1.5.1.14.5. JA (Legal office)

6.1.5.1.14.6. Comptroller (Finance) ***NOTE 3:*** MOCC notifies Hydrazine Response Team (as necessary). ***NOTE 4:*** Base Defense Operations Center (BDOC) notifies Photo Lab.

6.1.5.2. JASDF:

6.1.5.2.1. Flight Group Operations Center

6.1.5.2.2. Wing Operations Center

6.1.5.2.3. Weather

6.1.5.2.4. Base Duty Officer

6.1.5.2.5. Fire Department

6.1.5.2.6. Hospital

6.1.5.2.7. Civil Engineering

6.1.5.2.8. Safety

6.1.5.2.9. Misawa Sector Operation Center/Direction Center (SOC/DC)

6.1.5.2.10. Security

6.1.5.2.11. 3 AW Maintenance Control

6.1.5.2.12. E-2C Maintenance Control/E-2C Group Control

6.1.5.2.13. Air Lift Squadron (CH-47) Operations Center

6.1.5.3. For SCN activation from sources other than the PCAS or ATCT, AMOPS will notify ATCT.

6.1.6. Assignment of SCN Station Number**.** Authority to determine which USFJ agencies shall be assigned a crash net station number shall be IAW AFI 13-204V3, *Airfield Operations Procedures and Programs.* Any agency requiring assignment of a secondary crash net station shall fill out AF Form 3215, and send it to 35th Communications Squadron/Customer Service Center through the AFM. The AFM will make a recommendation to the 35 OSS/CC, IAW AFI 13-204V3, *Airfield Operations Procedures and Programs,* for approval/disapproval of all additions and deletions. All stations must be equipped with noise reduction feature that filters out background noise.

6.1.7. PCAS Checks ATCT shall make a daily circuit check at approximately 0805L. The tower will state, "This is Misawa ATCT for the daily crash phone check," and then "Answer with your initials as I call your station." followed by a roll call of each agency. The individual answering the phone at each location shall be cognizant of crash alarm system procedures and shall reply with his international phonetic alphabet initials. As soon as the initials are given, the individual shall hang up. Agencies experiencing circuit malfunctions shall immediately inform telephone maintenance.

6.1.8. SCN Checks. AMOPS shall check the SCN immediately after the PCAS check. Rules are the same as those for the PCAS check.

6.1.9. If an actual emergency/incident or exercise is in progress during the period of 0800-0815 local and the primary/secondary alarm systems were activated, this shall satisfy the daily crash phone check. If not, the alarm system shall be tested as soon as practical upon termination of event.

6.1.10. Crash Alarm System Answering Procedures. Personnel responsible for answering the crash alarm system shall be briefed and follow these rules:

6.1.10.1. Pick up the phone receiver and listen. HOLD ALL QUESTIONS UNTIL MESSAGE IS COMPLETE AND QUESTIONS ARE SOLICITED.

6.1.10.2. AMOPS shall maintain a record copy of the information passed.

6.1.10.3. If all information is understood, give initials to acknowledge receipt of information when asked.

6.2. Emergency Response Procedures

6.2.1. ATCT shall activate the PCAS when notified of an emergency or accident. AMOPS shall activate the SCN on receipt of information over the primary crash alarm system or from any other reliable source. The primary and secondary crash nets are for dissemination of emergency information affecting flight safety only. Emergency information is defined as information requiring immediate and widespread dissemination to protect or preserve life, limb, and/or property.

6.2.2. The PCAS and SCN shall be activated whenever any of the following listed conditions are known, reported, suspected, or impending (list is not all inclusive):

6.2.2.1. Aircraft accident on or off base.

6.2.2.2. Emergencies or suspected hijack.

6.2.2.3. Barrier engagement/cable arrestment.

6.2.2.4. Hot brakes.

6.2.2.5. Aircraft landing with dragging tow cable.

6.2.2.6. Major fuel spills.

6.2.2.7. EPU activation, Hydrazine leaks or spills.

6.2.2.8. Aircraft landing with hung ordnance (except aircraft landing with hung light weight training ordinance or hung-secure heavy weight inert ordinance i.e. BDU-33, MK-106).

6.2.2.9. Any other situation which, in the controller's judgment, requires the immediate alerting of the emergency response agencies or could result in closure of the runway.

6.2.3. ATCT shall activate the PCAS when required and relay the following information as appropriate:

6.2.3.1. Type of emergency information (in-flight or ground).

6.2.3.2. Aircraft call sign.

6.2.3.3. Aircraft type.

6.2.3.4. Nature of emergency.

6.2.3.5. Location.

6.2.3.6. Landing runway.

6.2.3.7. ETA.

6.2.3.8. Fuel remaining.

6.2.3.9. Person aboard/position (how many forward/aft).

6.2.3.10. Winds.

6.2.3.11. Hazardous cargo/explosives/weapons aboard (if applicable).

6.2.3.12. Pilots intentions. ***NOTE:*** It is not necessary to delay activation of the PCAS until all the information has been obtained.

6.2.4. Once activated, the PCAS shall not be reactivated for the same situation unless there has been a change in status.

6.2.5. Misawa Approach Control shall:

6.2.5.1. Obtain the information on the emergency aircraft under their control as soon as possible and relay it to the control tower.

6.2.5.2. Advise all aircraft under their control that an emergency situation exists.

6.2.5.3. Transfer emergency aircraft to the Single Frequency Approach (SFA) frequency 235.0 MHz, unless the pilot indicates otherwise.

6.2.5.3.1. JASDF aircraft normally do not use the SFA frequency. ***NOTE:*** Non-controlling agencies (e.g., crash) monitoring the SFA frequency shall not transmit on this frequency while the aircraft is in flight. However, the SOF may make essential emergency transmissions. Crash may talk to the pilot on the SFA frequency after the aircraft has come to a complete stop.

6.2.5.4. Plot the flight path of the emergency aircraft on the ASR scope. Include time, altitude, and other pertinent information as necessary.

6.2.5.5. Contact the range officer at Draughon (R-130) to suspend operations if the emergency aircraft cannot avoid transiting the range.

6.2.5.6. Monitor the emergency aircraft's frequency when it is controlled by ATCT.

6.2.5.7. Coordinate with other ATC agencies if other than the emergency aircraft intends to divert.

6.2.6. Misawa ATCT shall:

6.2.6.1. Obtain the emergency aircraft's information as soon as possible and broadcast over the PCAS.

6.2.6.2. Obtain the runway and type of approach requested by the pilot.

6.2.6.3. Broadcast on all applicable frequencies to notify vehicles and aircraft under their control of the emergency situation.

6.2.6.3.1. Phraseology.

6.2.6.3.2. To aircraft: "ATTENTION ALL AIRCRAFT, EMERGENCY IN PROGRESS, EXPECT (length of delay, if known) RUNWAY OPS SUSPENSION. MINIMIZE TRANSMISSIONS UNTIL FURTHER NOTICE."

6.2.6.3.3. To vehicles: "ATTENTION, ALL STATIONS MISAWA GROUND, EMERGENCY IN PROGRESS, MINIMIZE TRANSMISSIONS UNTIL FURTHER ADVICE."

6.2.6.4. Request RAPCON to radar monitor the emergency aircraft.

6.2.6.5. Monitor the emergency aircraft's frequency when it is controlled by the RAPCON.

6.2.6.6. Inform AMOPS and other concerned agencies when there is a change in status of the emergency aircraft or if a runway closure is expected.

6.2.6.7. Suspend runway operations and advise AMOPS/JASDF Base Operations of the unsafe runway condition/situation. Should runway operations be suspended due to an aircraft accident, ATCT shall:

6.2.6.7.1. Advise the RAPCON and broadcast to all aircraft that normal operations have been suspended, the runway is closed, and whenever normal operations are resumed.

6.2.6.7.2. Coordinate with AMOPS to determine the anticipated delay before resuming normal operations.

6.2.6.7.3. Advise all aircraft in the local area of the estimated landing times.

6.2.7. The senior fire department representative/Incident Commander, with the concurrence of the aircraft commander, may terminate an emergency and advise tower. The pilot in command of the emergency aircraft shall keep the senior fire department official up to date on the status of the emergency.

6.2.7.1. All response vehicles shall yield the right of way to Fire Department vehicles.

6.2.7.2. Radio communication with the control tower is mandatory while operating in the CMA.

6.2.7.3. Emergency response vehicles shall be positioned in an area that will not impede aircraft movement.

6.2.7.4. Responsibilities During Emergencies.

6.2.7.4.1. The Aircraft Commander (AC) will declare an emergency with the controlling agency (Sapporo Control/Misawa RAPCON/ATCT/Ground) as soon as practical.

6.2.7.4.2. The AC will inform the controlling agency of emergency termination as soon as practical during airborne phases of flight.

6.2.7.4.3. The Fire Chief is the only agency authorized to terminate an emergency on the ground.

6.2.7.5. Control ATCT shall:

6.2.7.5.1. When advised of an emergency, activate the PCAS and broadcast on all available ATC frequencies that an emergency is in progress. The broadcast shall include any anticipated runway closure/suspension time.

6.2.7.5.2. Expedite emergency response vehicles into the CMA and runway as required.

6.2.7.5.2.1. Phraseology: RUNWAY OPERATIONS SUSPENDED. CHIEF 1/2 AND AIRFIELD 1/2 PROCEED ON ACTIVE RUNWAY.

6.2.7.5.3. Suspend runway operations when the emergency aircraft lands until the emergency aircraft and response vehicles/personnel have exited the runway and AMOPS has completed a visual inspection of the surface and FOD check. **NOTE:** The SOF may waive runway suspension/FOD checks following 35 FW aircraft IFEs, for emergencies unlikely to involve fluid, parts, or debris shedding.

6.2.7.5.4. Monitor the emergency frequency.

6.2.7.5.5. Broadcast on all available frequencies that the emergency has terminated and the airfield has returned to normal operations.

6.2.7.6. AMOPS shall:

6.2.7.6.1. Respond to all emergencies on the aerodrome.

6.2.7.6.2. Perform a FOD check of any emergency aircraft that lands. ***NOTE*:** When no SOF is on duty, and 35 FW flying is not in progress, AMOPS may waive runway suspension/FOD checks following all other IFEs unlikely to involve fluid, parts, or debris shredding.

6.2.7.6.3. Submit a NOTAM immediately if the runway/aerodrome is closed.

6.2.7.6.4. Coordinate and submit other NOTAMs as required.

6.2.7.6.5. Determine the status of the runway after coordinating with JASDF Base Operations personnel.

6.2.7.6.6. The AFM, or designated representative, is the primary authority for closing and reopening of the aerodrome during emergencies. For Misawa AB, any person in or acting under the authority of the 35th OG/CC may close/open the aerodrome. Additionally, the tower Watch Supervisor can suspend runway operations when there is a reason to believe that a hazard exists on or near the runway or in the immediate approach area.

6.2.7.7. The Base Fire Chief shall:

6.2.7.7.1. Act as the initial Incident Commander until arrival of primary (or appointed alternate) Incident Commander. Upon taking control of the situation, the Incident Commander will advise Misawa ATCT.

6.2.7.7.2. During emergency operations, position fire apparatus at designated locations.

6.2.7.7.3. Maintain fire protection responsibility for the crashed or distressed aircraft and release the aircraft to the Incident Commander as appropriate.

6.2.7.7.4. Keep all fire-fighting apparatus not required to support the distressed aircraft positioned so as not to impede aircraft movement.

6.2.7.7.5. Inform ATCT of emergency response termination time.

6.2.7.8. Crash Recovery/Transient Alert shall respond to the aerodrome/runway expeditiously to remove disabled aircraft at the direction of the Incident Commander.

6.2.7.9. Specific organizational checklist items are also identified in the Misawa AB Emergency Management Plan 10-2.

6.2.8. Response to In-Flight/Ground Emergencies**.**

6.2.8.1. JASDF Fire Department has primary response for JASDF aircraft, and aircraft of Japanese registry. 35 CES/CEF Fire and Emergency Services have primary response for USFJ aircraft.

6.2.8.2. A reaction by unauthorized personnel and vehicles to aircraft emergencies hampers the initial response agencies, leads to confusion, and could result in injury. USFJ personnel/vehicles authorized to respond to USFJ in-flight emergencies are limited to the following:

6.2.8.2.1. 35th Operations Group Commander/Deputy and/or SOF.

6.2.8.2.2. 35th Maintenance Group Commander/Deputy

6.2.8.2.3. Fire Protection/Rescue

6.2.8.2.4. 35 CES/CEO Barrier Maintenance

6.2.8.2.5. AMOPS

6.2.8.2.6. Transient Alert/Crash Recovery

6.2.8.2.7. Security Forces

6.2.8.2.8. Hospital

6.2.8.2.9. Disaster Preparedness/Mobile Command Post

6.2.8.2.10. Explosive Ordnance Disposal

6.2.8.2.11. Flying Safety

6.2.8.2.12. Hydrazine Response Team

6.2.9. Upon notification of an in-flight emergency, USAF/JASDF Fire Departments, and AMOPS shall position their vehicles on the airfield as required. Minimum safe distance for other than fire department vehicles is 300 feet from the aircraft. All other emergency response vehicles shall be positioned on the parking ramp in front of AMOPS until requested by the Incident Commander or until the emergency is terminated.

6.2.10. Prior to termination of an in-flight emergency, AMOPS shall visually ascertain that there is no fuel or hydraulic fluid on the runway or taxiways. The Fire Chief or commander, JASDF Rescue Squadron having primary response for their respective aircraft will terminate the emergency with all responding agencies.

6.2.11. On/Off Base Aircraft Accidents.

6.2.11.1. JASDF Fire Department has primary response for Japan Self Defense Force aircraft, and aircraft of Japanese registry. 35 CES/CEF Fire and Emergency Services has primary response for USFJ aircraft

6.2.11.2. Only fire-fighting, special fuels team (if required), and rescue personnel and equipment are authorized in the immediate area of an aircraft accident until the Fire Chief has completed all duties.

6.2.11.3. Upon the Fire Chief's withdrawal, on-scene control shall be in accordance with Misawa AB Emergency Management Plan 10-2.

6.2.11.4. Other considerations to on-base accidents by the responsible agencies are:

6.2.11.4.1. Diversion of inbound traffic, if runway is closed.

6.2.11.4.2. Clearance of wreckage and foreign objects from the runway for scrambles or inbound emergency aircraft.

6.2.11.4.3. Repair to airfield facilities.

6.2.11.4.4. Securing/safeguarding classified material.

6.3. Ordnance/External Stores Jettison Area Procedures

6.3.1. Ordnance/Emergency Jettison locations:

6.3.1.1. Heavy Weight Inerts/Empty Fuel Tanks:

6.3.1.1.1. On the Draughon Range target.

6.3.1.1.2. International waters 12 NM or greater.

6.3.1.1.3. R-130 in the water 5 NM or less.

6.3.1.1.4. Clear area over land or water if any of the above options are not appropriate and if required to recover the aircraft.

6.3.1.2. BDUs:

6.3.1.2.1. On the Draughon Range target.

6.3.1.2.2. R-130 in the water 5 NM or less.

6.3.1.2.3. International waters 12 NM or greater.

6.3.1.3. Live Ordnance/Tanks with Fuel:

6.3.1.3.1. On an authorized live ordnance range.

6.3.1.3.2. International waters 12 NM or greater.

6.3.1.3.3. R-130 in the water 5 NM or less.

6.3.1.3.4. Clear area over land or water if any of the above options are not appropriate, and if required to recover the aircraft.

6.3.2. Notification Procedures. The pilot shall inform RAPCON of the intent to use the jettison area. Radar vectors or flight-following to the area shall be provided by RAPCON on request. RAPCON shall not tell the pilot when to jettison.

6.3.3. Procedures. Aircrews shall depart MIS TACAN 360 radial at 10 DME, at 2,000 feet (or as assigned) on a heading of 090. Maintain heading and jettison ordnance not earlier than 16 DME from MIS TACAN. ***NOTE:*** Time and conditions permitting, aircrews shall overfly the jettison area to ensure the area is clear of surface vessels.

6.4. Fuel Dumping

6.4.1. Whenever practicable, fuel shall not be jettisoned (dumped) below an altitude of 6,000 feet above the terrain. Should weather or emergency conditions dictate jettisoning at a lower altitude, every effort shall be made to avoid populated areas. When under positive control, the pilot in command should advise the air traffic control facility that fuel will be jettisoned.

6.4.2. Notify the 35 CES Environmental Office (226-4443) immediately of any fuel jettison.

6.5. Emergency Aircraft Arresting System Procedures

6.5.1. Emergency engagements shall be handled IAW the AMOPS In-Flight and Ground Emergency Quick Reaction Checklist (QRC).

6.5.2. If able, aircrew shall notify ATC as soon as possible if they plan on engaging the barrier on landing. *Example: "cable, cable, cable or barrier, barrier, barrier."*

6.6. Hot Brake Areas and Procedures

6.6.1. Hot Brake Procedures.

6.6.1.1. Aircraft that anticipate, suspect, or experience overheated "HOT" brakes shall notify Misawa ATCT, who shall activate the PCAS.

6.6.1.2. Aircraft with hot brakes shall immediately advise ATCT and taxi to the closest hot brake area (TWY B1 or B5). In all cases, the pilot shall utilize the full length of the

runway for rollout after landing. Park facing into the wind and delay engine shutdown until cleared by the fire chief, unless an actual fire breaks out. Hot brakes shall be allowed to cool and the aircraft shall be de-armed in this area.

6.6.1.3. Fire-fighting personnel shall stand by on the site with proper equipment during cooling and/or de-arming operations. The maintenance supervisor shall advise the fire chief when it is safe to terminate a hot brake emergency.

6.6.1.4. Explosives Ordnance Disposal personnel shall respond only if their assistance is required.

6.6.1.5. When an aircraft with hot brakes is identified in a parking area, ATCT shall, if feasible, direct the aircraft to the nearest clear area. Every effort shall be made to taxi the aircraft to an area which shall afford protection to personnel and aircraft in the event the wheel assembly explodes. All nonessential personnel and, if practical, parked aircraft within a 300-foot radius of the hot brake aircraft shall be evacuated.

6.6.1.6. The USAF or JASDF (as appropriate) Incident Commander shall terminate the emergency.

6.7. Abandonment of Aircraft

6.7.1. The controlled bailout area is R-130, a land/sea semicircular area located 10 NM north of Misawa AB (MIS 360 degrees R/10 DME).

6.7.2. Procedures.

6.7.2.1. Radar vectors or flight-following to the area shall be provided by RAPCON on request.

6.7.2.2. When requested during IMC, RAPCON may advise when the aircraft is near the bailout point (RAPCON shall not advise aircrews when to bailout).

6.7.2.3. Aircrews shall attempt to egress over land at a point which shall allow the aircraft to impact in water.

6.7.2.4. Fly heading of 90 degrees from the Misawa TACAN 360 degree radial at 10 DME at a minimum altitude of 2,000 feet.

6.7.3. Notification.

6.7.3.1. The pilot shall attempt to contact RAPCON or ATCT, squawk emergency, and transmit the following information:

6.7.3.1.1. Call sign and type of aircraft.

6.7.3.1.2. Nature of emergency.

6.7.3.1.3. Number of persons on board.

6.7.3.1.4. ETA over bailout area.

6.7.4. ATC shall activate the PCAS and pass all available information and plot last observed location on the ASR scope. ***NOTE:*** Pilots shall attempt to loiter as long as possible to provide Search and Rescue (SAR) forces time to launch and reach the recovery area.

6.8. Personnel/Crash Locator Beacon Signal/ELT Response Procedures

6.8.1. When an emergency locator transmitter signal is received, RAPCON shall notify ATCT. ATCT shall notify AMOPS, who shall notify MOCC.

6.8.2. Planned Test on Guard Frequency.

6.8.2.1. Before keying survival radios on UHF Guard frequency (243.0) for a test, lecture, or a demonstration, the personnel conducting the operation shall advise AMOPS when the event shall start and end, and where it shall be held.

6.8.2.2. The device shall not be keyed for more than three sweeps. Emergency locator transmitter testing is only authorized during the first 5 minutes of each hour. ***NOTE:*** Several types of aircraft at Misawa have the capability to direction find (DF) on UHF signals.

6.9. Hung Ordnance Procedures

6.9.1. Hung ordnance pattern (see Attachment 11).

6.9.2. All aircraft landing with hung ordnance shall fly a straight-in approach avoiding populated areas and advise the control tower on initial contact of the following:

6.9.2.1. Number and type of aircraft.

6.9.2.2. Type ordnance (training/live and nomenclature).

6.9.2.3. Assistance required.

6.9.2.4. Other information.

6.9.3. ATCT shall provide AMOPS with the above information.

6.9.4. After landing, during hung gun emergencies, pilots will clear the runway onto TWY B1/B5 and park at the red painted EOR spot pointing towards the infield. The hung gun aircraft will be shut down immediately so that follow on aircraft may continue to taxi behind the hung gun aircraft and de-arm normally. With a hung gun emergency, the adjacent parking spots will not be utilized, leaving the four northern most spots available to de-arm. (Attachment 15)

6.9.5. Landing with hung live ordnance is considered an emergency and AMOPS shall perform an after landing runway check. Landing with hung training ordnance is not an emergency however tower shall advise AMOPS who will respond to standby if a runway check is needed (e.g., dropped object, SOF requests). **6.9.6 NOTE: If primary Hung Gun Parking spots are unavailable, ATCT may switch the traffic signal to red on Falcon drive to hold all the vehicles out of the hazardous area only when the order from SOF, WOC and/or the other concerned unit for hung gun response is obtained.**

6.10. Wind Limitations on the Control Tower

6.10.1. The Misawa ATCT is rated to maximum surface winds up to 72 knots.

6.11. Evacuation of Airfield Operations Facilities

6.11.1. ATCT Evacuation. In the interest of safety, the Misawa ATCT shall be evacuated at the discretion of the watch supervisor/senior controller whenever a situation may dictate

(fire, bomb threat, severe earthquakes/tremors occur, etc.), whenever sustained surface winds exceed 72 knots, or as directed by the JASDF ATCS Commander or Deputy Commander.

6.11.1.1. The Control Tower shall evacuate to the RAPCON.

6.11.1.2. The RAPCON shall monitor all control tower frequencies and advise AMOPS (request to send a NOTAM), SOC/DC, Hachinohe Tower, and other concerned agencies.

6.11.1.3. Tower controllers shall remain in the RAPCON facility until winds fall below 72 knots or earthquakes have subsided and no major structural damage is evident.

6.11.2. RAPCON Evacuation. In the interest of safety, the Misawa RAPCON may be evacuated at the discretion of the watch supervisor/senior controller whenever a situation may dictate (fire, bomb threat, severe earthquakes/tremors occur, etc.), or as directed by the JASDF ATCS Commander or Deputy Commander. The RAPCON will evacuate to tower and apply non-radar procedures. If tower is unavailable, they will evacuate to the 3 AW flying operations center with brick.

6.11.2.1. Aircraft will be directed what actions to take prior to the facility going off the air. These decisions and actions rest solely with JASDF ATC.

6.11.3. Evacuation of AMOPS. AMOPS will relay over the SCN when they are evacuating and will then proceed to building 918 to continue operations.

6.11.3.1. Specific procedures for the evacuation of AMOPS are located into the QRC labeled Building Evacuation.

6.12. Other Emergency Procedures

6.12.1. Weather/Emergency Divert Procedures for Armed Aircraft. Weather/emergency divert airfields for USFJ aircraft transiting to/from Misawa with ordnance aboard are (in order of priority) as follows: Primary: Misawa, Iwakuni, Kadena. Secondary: Atsugi, Yokota, Hachinohe, Chitose, and Naha.

6.12.2. Drag Chute Failure. Misawa ATCT shall advise a landing aircraft when a drag chute failure is observed. Prior to landing, pilots shall advise ATCT when an intentional drag-chute landing shall be made.

6.12.3. Aircraft Malfunction Procedures. If an aircraft has a malfunction that requires technical assistance from ground personnel and the pilot cannot communicate directly with qualified personnel, the SOF, or in the SOF's absence, Misawa ATCT shall coordinate necessary information with AMOPS.

6.12.4. Contaminated Aircraft Arrivals. Aircraft suspected of contamination by radiological, chemical, or biological agents shall be managed as outlined in MAB OPLAN 32-1. Parking shall be in the hot cargo pad.

6.12.5. Hydrazine (H-70) Procedures.

6.12.5.1. General. F-16 aircraft are equipped with emergency power units (EPU), which are fueled with H-70 (hydrazine). The EPU fuel tank (6 to 7-gallon capacity) is located on the right side just behind the canopy. Every effort must be made to minimize the hazards and number of personnel involved in hydrazine operations. Notify MOCC

through the most expeditious means possible of suspected/potential leaks. The senior fire official shall establish a 300-foot cordon from the suspected leak upon arrival.

6.12.5.2. Procedures. Response to F-16 EPU activation or hydrazine leaks (suspected or confirmed) shall be determined by the location of the incident.

6.12.5.2.1. In-flight Emergencies Involving EPU Activation. The pilot experiencing an in-flight emergency (IFE) with EPU involvement shall notify ATCT.

6.12.5.2.1.1. ATCT shall:

6.12.5.2.1.1.1. Activate the PCAS.

6.12.5.2.1.1.2. Direct the pilot to park in the appropriate hydrazine response area (TWY B1 if landing Rwy 28 or TWY B5 if landing Rwy 10).

6.12.5.2.1.2. AMOPS shall activate the SCN.

6.12.5.2.1.3. MOCC shall dispatch a hydrazine response team to the aircraft location.

6.12.5.2.1.4. The pilot shall park the aircraft in the designated area, facing into the wind, and establish contact with the senior fire officer (call sign; Fire Command) on the UHF single frequency 235.0; all non-essential personnel shall remain outside the 300-foot cordon.

6.12.5.2.1.5. The hydrazine response team must report to the senior fire official on scene before starting any recovery actions.

6.12.5.2.2. Ground EPU activation shall be handled similar to an in-flight EPU activation; however, the aircraft may not be parked in a hydrazine response area.

6.12.5.2.2.1. The pilot shall:

6.12.5.2.2.1.1. Notify ATCT.

6.12.5.2.2.1.2. Taxi clear of runway, if possible.

6.12.5.2.2.1.3. After parking, establish contact with the senior fire officer (call sign; Fire Command) on the UHF single frequency 235.0.

6.12.5.2.2.2. 35 CES/CEF Fire and Emergency Services and the hydrazine response team shall respond to in-flight emergencies involving EPU activation.

6.12.6. Landing Gear Malfunction or "UNSAFE INDICATION." Aircraft experiencing or suspecting gear malfunctions shall comply with aircraft specific checklists and inform ATCT. In the event the pilot decides a gear up landing is necessary, ATCT shall activate the PCAS. The pilot shall notify ATCT if the aircraft is anticipating engaging the arresting cable. When the appropriate arresting system is ready and crash crews are positioned, ATCT shall clear the aircraft for landing.

6.13. Alternate Facility Procedures

6.13.1. Upon arrival at the alternate location and completion of the Building Evacuation QRC, operations shall resume as close to normal as feasible.

6.13.2. The alternate facility shall be checked at least once per month IAW the Appointment of Evacuation Facility Managers appointment letter.

6.14. Airfield Fuel Spill Classifications/Procedures. AMOPS will ring out the SCN for all fuel spills classes when notified through a reliable source (e.g., ATCT, CP, MOCC, etc.).

6.14.1. Class I spills involve an area less than 2 feet in any plane dimension. The using agency fire guards determine if the spill creates a fire hazard to aircraft or equipment. As a rule, Class I spills need only to be monitored until the aircraft is dispatched.

6.14.2. Class II spills involve an area not over 10 feet in any plane dimension, or not over 50 square feet in area, and not of a continuing spillage. Class II spills require using agency to post a fire guard and immediately notify the 35 CES/CEF Fire and Emergency Services through MOCC or AMOPS.

6.14.3. Class III spills involve an area over 10 feet in any plane dimension, or over 50 square feet in area or of a continuing spillage. Post using agency fire guards and immediately notify the 35 CES/CEF Fire and Emergency Services through MOCC or AMOPS.

6.14.4. Oil and hydraulic fluid spills shall be removed by the agency responsible for the spill and the responsible agency shall execute procedures IAW its site-specific spill response plan.

6.15. SOF Use of Guard Frequency. The SOF may use UHF guard (243.0) when an immediate emergency situation exists. All other uses for Guard (i.e., weather recalls) shall be coordinated through the ATCT watch supervisor.

6.16. Mishap Response. Units will not release names of individuals allegedly involved in an aircraft incident or accident to agencies outside US Air Force channels unless directed by their commander. Do not discuss the accident/incident beyond what is necessary to accomplish duties. Direct all inquiries from non-mishap response personnel to 35 FW Public Affairs.

6.16.1. AMOPS will initiate Mishap QRCs.

6.16.2. AOF/CC will:

6.16.2.1. Request an aircraft mishap local (special) weather observation.

6.16.2.2. Notify Airfield Systems Flight if a NAVAID is suspected of being involved in mishap.

6.16.2.3. Notify PACAF/A3TO as soon as feasible.

6.16.2.4. File and retain all mishap/accident records for 2 years.

6.16.2.5. Act as custodian for AM recordings and any other tapes forwarded to Airfield Ops from an outside agency.

6.16.3. Airfield Systems will:

6.16.3.1. Perform an immediate and comprehensive ground check of equipment if suspected of being involved in mishap.

6.16.3.2. Take the facility out of service if it remains suspect.

6.16.3.3. Coordinate with FAA for a flight check.

6.16.3.4. Return facility to status once FAA flight check is successful.

6.17. Overdue/Missing Aircraft.

6.17.1. Terms Explained.

6.17.1.1. Overdue. Aircraft shall be considered overdue when it fails to arrive within 30 minutes of its ETA and a preliminary communications search fails to locate it.

6.17.1.2. Missing:

6.17.1.2.1. Any overdue aircraft declared "missing" by the Rescue Coordination Center (RCC).

6.17.1.2.2. When an aircraft has been cleared to land and fails to do so within 5 minutes of its estimated landing time and communications have not been reestablished.

6.17.1.2.3. When radio or radar contact cannot be established with an aircraft immediately after takeoff.

6.17.1.2.4. When RAPCON reports it has lost radar and radio contact with an aircraft.

6.17.2. Procedures.

6.17.2.1. AMOPS shall start a preliminary communications search when an inbound aircraft has not landed or informed the Tower/RAPCON of its intentions 30 minutes after its ETA. The search shall include contacting the following agencies in an attempt to gain information as to the status/ location/intentions of the subject aircraft, whether local or transient:

6.17.2.1.1. Tower (and SOF when applicable).

6.17.2.1.2. RAPCON.

6.17.2.1.3. 35th Fighter Wing Command Post.

6.17.2.1.4. 35th Maintenance Group Maintenance Operations Control Center and Transient Alert.

6.17.2.1.5. NAF OPS.

6.17.2.1.6. Chitose Flight Service Center.

6.17.2.1.7. Sapporo ACC.

6.17.2.1.8. Aircraft last departure base.

6.17.2.1.9. Aircraft home station (if known).

6.17.3. Search and Rescue (SAR) Activation. Commander, 35th Fighter Wing shall activate any SAR actions as deemed necessary on missing or confirmed lost aircraft. Local aircraft may be used to take selected members of the initial response force to the scene of a mishap. SAR may require use of Japan Self Defense Force SAR aircraft.

6.17.3.1. During 35 FW flying operations contact the SOF immediately. The SOF possesses all required information to activate and coordinate SAR assets. Expeditious notification is critical for the safe recovery of pilots/aircrew.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Planning Procedures

7.1.1. Flight Plan Forms. All flights that depart Misawa must file a DD Form 1801, DoD International Flight Plan. The DD Form 1801 is filed by the pilot, copilot, or navigator as early as possible.

7.1.1.1. Flight plans must be filed at least 1 hour before proposed departure time for flights remaining within Japan. Overseas/international flight plans must be filed at least 2 hours in advance.

7.1.1.2. DD Form 1801 may be filed by base assigned aircraft (13 FS, 14 FS, 69 RG Det 1 or NAF Misawa) on or off station via email, provided:

7.1.1.2.1. All required information, including signature, is contained on the form.

7.1.1.2.2. AMOPS receives the email at least 1 hour (preferably 2 hours) prior to departure time. The 2-hour lead time is to work out any potential routing errors and/or airspace restrictions with the affected unit, and to prevent any aircraft departure delays.

7.1.1.2.3. AMOPS is notified by phone (follow-up) of the flight plan.

7.1.1.2.4. The original flight plan is maintained IAW Air Force WEB-RIMS Records Disposition Schedule (RDS) located at: **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

7.1.1.2.5. Locally filed flight plans may be amended by any means provided the original flight plan is on file at the departure AMOPS.

7.1.1.3. Stereo flight plans may be filed by base assigned aircraft 13 FS, 14 FS, 69 RG Det 1 or NAF Misawa) or a Misawa Air Base assigned tenant unit provided there is a 35 OG/CC approved and signed document (MFR, LOA, etc.) stating that this unit may use stereo flight plans for the duration of their tour.

7.1.1.3.1. Stereo flight plans may be filed over the phone at 226-3110. The following information is required to process a stereo flight plan.

7.1.1.3.1.1. Callsign

7.1.1.3.1.2. Number/type of Aircraft

7.1.1.3.1.3. Estimated time of departure in Zulu time (ETD)

7.1.1.3.1.4. Estimated time en route (ETE)

7.1.1.3.1.5. Fuel in hours/minutes

7.1.1.3.1.6. Number of personnel on board (POB). ***NOTE:*** The above information may be provided through a unit developed schedule emailed to the AMOPS Organization box (**35oss.osam@us.af.mil**).

7.1.1.4. Form 7540-010-0022-H can be used for local sorties by JASDF transient or JASDF locally assigned aircraft.

7.1.2. Patriot Excalibur (PEX) may be used for all USFJ base assigned IFR/Visual Flight Rules (VFR) flights within the established local flying area. TDY/transient units not filing in AMOPS shall contact the AFM or AOF/CC at least 48 hours prior to setup flight plan filing procedures IAW AFI 13-204v3. Flight plans for local sorties shall be automatically filed by AMOPS provided:

7.1.2.1. Individual pilots obtain an adequate weather briefing and checks current NOTAMs.

7.1.2.2. Sufficient information relative to the flight is included to adequately guard the flight.

7.1.2.3. Each unit operations center/duty desk will advise AMOPS of any additions, changes, or deletions to their respective daily flight schedules NLT 2 hours prior to the proposed departure time. This will ensure enough lead time to amend/retransmit flight plans and prevent potential departure delays.

7.1.2.4. Flying squadrons ensure the local flying schedule is loaded in PEX by 1300L for the day flight weeks, and by 1600L for the night flying weeks on the day preceding the proposed flights. Wing agencies to include the 35 FW Executive Secretary, 35 FW Wing Operations Center (WOC), Weather, Maintenance Operations Control Center (MOCC), and AMOPS pull the schedule from PEX. JASDF is provided a copy by AMOPS.

7.1.2.5. When the Misawa Automated Radar Terminal System or Flight Services and Aircraft Movement Information Service Data Processing (FADP) equipment is not operational AMOPS shall relay the following items to JASDF personnel who will in turn forward the information to ATCT and the Chitose Flight Service Center:

7.1.2.5.1. Aircraft call sign.

7.1.2.5.2. Aircraft type and number in flight.

7.1.2.5.3. IFR or VFR

7.1.2.5.4. Destination/departure location.

7.1.2.5.5. ETD/ETA.

7.1.2.5.6. Other necessary information.

7.1.3. Navy P-3 Aircraft Alert Launch. Navy Duty desk shall contact AMOPS and provide call sign, ETD, ETE, and which specific flight plan to file. AMOPS will process the flight plan promptly, inform ATC control tower, JASDF Base Operations, and enter the flight plan into the ATC system.

7.2. Weather Services

7.2.1. Weather services are available 0600L-1700L, Mon-Fri, closed on weekends, holidays, and 35 FW down days. Weather services are located in Bldg 998.

7.2.2. Weather forecasting services are provided by both USAF and JASDF personnel to their respective aircraft. Only USAF weather forecasting will be used by USAF aircraft stationed at or transiting Misawa AB.

7.2.3. JASDF personnel take observations, which are, in turn, used by USAF and JASDF aircraft. USAF and JASDF weather officers shall pass all weather warnings and advisories to ATC. ATC shall, in turn, pass USAF warnings and advisories to US aircraft, and JASDF warnings and advisories to Japanese aircraft.

7.2.4. USAF aircrews can access Pilot-to-Metro services on 344.6 MHz.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB).

8.1.1. Purpose. The AOB will convene at least once per quarter in accordance with AFI 13-204V3 para 4.2, *Airfield Operations Procedures and Programs*, to provide a forum for discussing, updating, and tracking various activities in support of flying missions at Misawa AB.

8.1.2. AOB Membership. The AOB is chaired by the 35 OG/CC, as delegated by the WG/CV IAW AFI 13-204V3 para 4.2.1.

8.1.2.1. Commanding Officer, Naval Air Facility or representative.

8.1.2.2. Commander, 35th Mission Support Group

8.1.2.3. Commander, 35th Maintenance Group

8.1.2.4. Commander, 35th Operations Support Squadron.

8.1.2.5. Commander, 35th Civil Engineer Squadron or representative.

8.1.2.6. Commander, 35th Communication Squadron or representative.

8.1.2.7. Commander, 13th Fighter Squadron or representative.

8.1.2.8. Commander, 14th Fighter Squadron or representative.

8.1.2.9. 35th Fighter Wing Safety.

8.1.2.10. 35th Fighter Wing Command Post representative.

8.1.2.11. 35th Operations Group Standardization and Evaluation.

8.1.2.12. JASDF 3rd Air Wing Chief of Defense and Operations Representative (Observer).

8.1.2.13. JASDF 3rd Air Wing Chief of Logistics Representative (Observer).

8.1.2.14. JASDF Air Traffic Control Squadron Representative.

8.1.2.15. JASDF 3rd Air Wing Base Operations Squadron Representative.

8.1.2.16. JASDF CH47 Squadron Representative (Observer).

8.1.2.17. JASDF E2C Squadron Representative (Observer). ***NOTE***: On occasion, a single 3 AW representative will represent all JASDF Flying Units.

8.1.2.18. JASDF Misawa Weather Squadron Representative (Observer).

8.1.2.19. Japan Civil Aviation Bureau Representative.

8.1.2.20. 35th Operations Support Squadron, Weather Flight Commander or representative.

8.1.2.21. 35th Civil Engineer Squadron, Fire Protection or representative.

8.1.2.22. 35th Operations Support Squadron, Airfield Operations Flight Commander, ATC Liaison, Airfield Management representative, and Airfield Systems Maintenance representative.

8.1.3. Agenda. The agenda shall include the mandatory items listed in AFI 13-204V3, attachment 3, Airfield *Operations Procedures and Programs*, and any other pertinent issues the wing deems necessary.

8.1.3.1. The following items shall be briefed at least once annually:

8.1.3.1.1. LOP Review (3rd quarter)

8.1.3.1.2. TERPS (reviewed each AOB)

8.1.3.1.3. Air Installation Compatible Use Zone (4th quarter)

8.1.3.1.4. Results of annual self-inspection (3rd quarter)

8.1.3.1.5. Special Interest Items (SII) (1st quarter)

8.1.3.1.6. Results of the Annual Airfield Certification/Safety Inspection (2nd quarter)

8.1.3.1.7. Aircraft Parking Plan (2nd quarter)

8.1.3.1.8. Status of existing airfield waivers (reviewed each AOB)

8.1.4. Minutes of the board. Minutes are published and distributed to board attendees, AFFSA and MAJCOM within 20 workdays from the time the AOB convenes.

8.2. NOTAM Procedures.

8.2.1. AMOPS is the USAF NOTAM monitoring and submitting facility. JASDF BOPS is the Japanese NOTAM monitoring and submitting facility.

8.2.2. NOTAMs shall be processed IAW AFI 11-208 and the Airfield Management Operations Instruction.

8.2.3. AMOPS shall notify JASDF BOPS representative when submitting or changing NOTAM.

8.3. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.

8.3.1. AMOPS shall maintain a FLIP account with the National Geospatial Intelligence Agency (NGA) for transient aircraft support. The NCOIC, AMOPS or designated representative shall manage the FLIP account (change annual requirements, one-time orders, etc.) directly with NGA through the NGA website.

8.3.2. The AM FLIP custodian shall order FLIP products for base units according to established distribution procedures if required. (See AFI 11-201, *Flight Information Publications*, AFI 14-205, *Identifying Requirements for Obtaining and Using Cartographic Geodetic Products and Services*, and National Geospatial-Intelligence Agency (NGA) Catalog of Maps, Charts, and Related Products.)

8.3.2.1. Each base assigned unit with a requirement for FLIP products must maintain an NGA FLIP account and order the appropriate FLIPs. **NOTE:** FLIPs may be ordered by AMOPS for local units with at least 30 days prior notification.

8.3.3. The AM FLIP custodian shall prepare and coordinate non-procedural FLIP changes with appropriate local agencies before requesting changes. The AFM shall approve and submit non-procedural FLIP change requests to HQ Air Force Flight Standards Agency (AFFSA).

8.4. Prior Permission Required (PPR) Procedures.

8.4.1. All transient aircraft operations require prior permission. PPRs are generally issued by AMOPS no earlier than 7 days and no later than 24 hours prior to the aircraft's estimated arrival.

8.4.1.1. The AFM may approve PPRs outside these windows to support contingencies or long range planning of exercises.

8.4.2. PPR services for USN/USMC aircraft shall be provided by NAF Misawa personnel.

8.4.3. PPR services for USAF and all other aircraft shall be provided by AMOPS personnel.

8.4.4. Consult the current IFR Supplement for further information on Misawa AB PPR procedures.

8.5. Air Evac Notification and Response Procedures.

8.5.1. Arriving/departing aeromedical evacuation aircraft require fire/rescue equipment in place for landing, unloading, and takeoff. Normal parking is on the transient ramp.

8.5.2. AMOPS shall:

8.5.2.1. Notify the USAF Hospital of inbound Aeromedical evacuation flights.

8.5.2.2. Notify 35 CES/CEF Fire and Emergency Services of ETA changes of 15 minutes or more.

8.5.3. USAF Hospital shall coordinate with 35 CES/CEF Fire and Emergency Services when fire/rescue equipment for Aeromedical flights is required.

8.5.4. The 35 CES/CEF Fire and Emergency Services shall ensure proper fire/rescue equipment is in place when necessary for these flights.

8.5.5. ATCT shall notify AMOPS when an Aeromedical evacuation flight is 15 miles from the runway and AMOPS shall in turn notify 35 CES/CEF Fire and Emergency Services.

8.6. Unscheduled/Unauthorized Aircraft Arrivals.

8.6.1. Unscheduled aircraft arrivals are aircraft that land at Misawa AB without pre-coordination and prior approval.

8.6.1.1. After receiving airborne coordination/permission to land from AMOPS, the aircraft commander shall be required to process a written explanation of the incident through the 35 OG/CC to the 35 FW/CC of the aircrew violating the restriction. Information copies will be provided to MAJCOM.

8.6.2. If an aircraft arrives after being denied permission to land, the situation will be treated as an unauthorized landing.

8.7. Distinguished Visitor Notification Procedures.

8.7.1. USAF, NAF, and JASDF Base Operations personnel will coordinate to determine specific DV parking assignments. Normal DV parking locations are in front of AMOPS, Bldg 998.

8.7.2. ATCT shall inform AMOPS when an aircraft carrying a DV is 15 miles from Misawa. ATC shall not accept, nor honor, requests for such information from any other agency.

8.7.3. AMOPS personnel shall notify the following agencies of all DVs inbound to Misawa AB:

8.7.3.1. Command Post

8.7.3.2. ATCT (inbound and outbound)

8.7.3.3. Transient Alert

8.7.3.4. Protocol

8.7.3.5. Supervisor of Flying

8.7.3.6. Air Terminal Operations Center/AMC Terminal

8.7.3.7. Navy Operations (as required for Navy DVs)

8.7.4. This notification will include the appropriate VIP code and name of DV, call sign and type aircraft, aircraft parking location, estimated time of arrival, and actual time of arrival.

8.8. Dangerous/Hazardous Cargo.

8.8.1. All agencies at MAB that submit hazardous cargo for air shipment, or anticipate reception of such cargo, shall provide AMOPS with the net explosive weight (NEW), DoD classification, withdrawal distance, and firefighting time. AMOPS shall relay this information to all appropriate agencies.

8.8.2. Explosive Cargo Aircraft Parking. Designated explosive parking areas are the hot cargo area and the south transient ramp, parking spots 1 and 2.

8.8.2.1. The south transient ramp is defined as the aircraft parking areas adjacent to TWY A from Building 918 to Building 949, the areas are shown in Attachment 16 and is subject to the limitations/restrictions shown in Table 8-1. Explosive material must be under constant observation until downloaded/or uploaded. ***NOTE:*** During contingency operations, additional hazardous cargo parking spots are available. Refer to Misawa Base Map D-8 for a detailed description of locations and limitations.

8.8.3. Hot Cargo Area. The primary Hot Cargo Pad (HCP) is located at the north end of TWY C3, as depicted in Attachment 19. Alternate Hot Cargo Pads have been sited on the AMC Ramp and 949 Ramp.

8.8.3.1. AMOPS is the central point of contact for scheduling use of the HCP.

8.8.3.1.1. Any agency (including Navy) having a requirement to use these areas must contact AMOPS at least 24 hours in advance.

8.8.3.1.2. JASDF requests must be in writing and pre-coordinated with 35 FW/SE.

8.8.3.1.3. AMOPS and JASDF Base Operations personnel shall keep each other informed of their respective aircraft operations on the HCP. **EXCEPTIONS:** Urgent request shall be coordinated between AMOPS and JASDF Base Operations.

Table 8.1. Explosive Cargo Parking Area Limitations.

EXPLOSIVE CARGO PARKING AREA LIMITATIONS			
Net Explosive Weight (NEW in pounds)			
Class/Division	**Hot Cargo Pad**	**South Transient Ramp**	
		Parking Spot 1 (949)	**Parking Spot 2 (943/AMC)**
1.1	40,000	Not Authorized	Not Authorized
1.2.1	62,900	Not Authorized	Not Authorized
1.2.2	500,000	224	178
1.2.3	500,000	Not Authorized	Not Authorized
1.3	500,000	14,000	13,000
1.4	Capacity	Capacity	Capacity

8.8.4. Procedures. Transient aircraft transporting hazardous cargo to the primary HCP shall proceed to TWY B3 where a "Follow Me" vehicle will escort the aircraft to the HCP via TWY C3. ***NOTE***: Transient Alert will ensure adequate wingtip clearance of aircraft transitioning to/from the HCP if there are aircraft parked in front of D54 and/or D58, and contact AMOPS for assistance/coordination in moving these aircraft (as required).

8.8.5. All other use of the HCP must be coordinated through AMOPS.

8.9. Night Vision Device (NVD) Operations.

8.9.1. Misawa AB does not conduct NVD operations in the local pattern.

8.10. Local Aircraft Priorities.

8.10.1. Normally a "first come, first served" basis of priority is used by ATCT and RAPCON facilities. Due to the special mission requirements of the traffic listed below, inbound or outbound traffic shall be re-sequenced when necessary to allow for quick takeoff or landing of these aircraft. Low approach and touch and go (except flight check) may be limited when the traffic pattern is congested. Traffic complexity and density shall be the final determining factor for compliance with this paragraph.

8.10.2. ATCT shall not deny takeoff clearance, but shall sequence aircraft arrivals/departures in accordance with established traffic priorities listed below. L=Landing Priority; T=Takeoff Priority.

8.10.2.1. Emergencies (L)

8.10.2.2. Actual Air Defense Scramble (T)

8.10.2.3. SAR Scramble (L/T)

8.10.2.4. P-3/E-2C Ready Alert (T)

8.10.2.5. MEDEVAC A/C (L/T)

8.10.2.6. Simulated Air Defense Scramble (T)

8.10.2.7. DV Aircraft, Code 7 or Higher (L/T)

8.10.2.8. Anti-Submarine Warfare A/C Returning/Arriving from Operational Mission of Long Duration (L)

8.10.2.9. NAVAID Flight Check Missions

8.10.2.10. Other Military A/C, including RQ-4 (L/T)

8.10.2.11. Scheduled Civil Aircraft (L/T)

8.10.2.12. Civil Air Training Flight (L/T)

8.11. Lost Communications Instructions.

8.11.1. Pilots who experience lost communications shall squawk 7600 (7700 w/Emergency) and continue to make calls in the "blind".

8.11.2. VFR/Day Procedures:

8.11.2.1. Maintain VMC

8.11.2.2. Enter initial at 1100 MSL for the last know active runway

8.11.2.3. Fly alongside the runway at 1100 MSL rocking wings

8.11.2.4. At departure end, fly to closed downwind at 2100 MSL

8.11.2.5. Observe the tower for a light gun signal

8.11.2.5.1. A green light gun signal from the tower is a clearance to land

8.11.3. IMC/Night Procedures:

8.11.3.1. Proceed to SHOJU IAF

8.11.3.2. Execute the instrument approach for the last known active runway

8.11.3.3. If the recovery can be flown VMC, comply with para. 8.11.2

8.11.3.4. Observe the tower for a light gun signal

8.11.3.4.1. A green light gun signal from the tower is a clearance to land

8.11.4. IMC/Night Procedures During VORTAC Outage.

8.11.4.1. If the recovery can be flown VMC, comply with para. 8.11.2.

8.11.4.2. Divert to alternate airport.

8.11.5. Helicopter Lost Communications Procedures.

8.11.5.1. In the event of lost communications with the controlling agency, pilots will squawk the appropriate codes and attempt to maintain VMC if able.

8.11.5.2. If able to maintain VMC, pilots will navigate to the north side of the airfield, avoiding the local no-fly areas and entering a normal downwind for the active runway at 600 feet, looking for a green light from ATCT. Pilots will turn downwind and fly a normal pattern landing on the runway, if no red light is observed.

8.11.5.3. If unable to maintain VMC, pilots will climb or descend to 4,000 feet and proceed to the IAF (DEVLS) for the ILS Runway 28 regardless of the current active

runway. Begin the approach immediately upon arrival. If the pilot determines the situation dictates a shorter approach, he/she may intercept the approach inside the IAF. Pilots will continue the published approach once started, even if VMC conditions are encountered. Pilots may fly a straight-in or a modified (tight) circling approach to land in either direction and should plan to touch down at the midfield marker. The approach should terminate to the ground via a run-on or other type landing as required.

8.12. Standard Climb-Out Instructions.

8.12.1. Runway 28. Continue Runway heading until 3 DME, then turn right heading 060 Climb and maintain 1,600 feet.

8.12.2. Runway 10. Continue Runway heading until 2 DME, then turn left heading 320 Climb and maintain 1,600 feet.

8.12.3. When a pilot requests multiple approaches, ATC may issue "execute standard climbout," and the pilot is expected to comply with the standard climb-out appropriate for the runway in use. If the pilot is unfamiliar with standard climb-out, specific instructions must be issued.

8.13. Opposite Direction Take-Offs and Landings.

8.13.1. Opposite Direction Take-offs and Landings. ATCT is the final authority for opposite direction operations. All facilities shall use the phrase "opposite direction arrival/departure runway (numerical designator)" for all inter/intra-facility coordination. Opposite direction criteria for all situations is as follows:

8.13.1.1. An arrival shall not be allowed to proceed closer than 15 miles from the runway until an arrival to the opposite runway has crossed the landing threshold.

8.13.1.2. An arrival shall not be allowed to proceed closer than 15 miles from the runway until a departure/low approach/touch and go from the opposite runway is airborne and lateral or vertical separation is assured.

8.13.1.3. A departing aircraft shall not be placed in position for takeoff when an arrival to the opposite runway is within 15 miles of the runway.

8.14. Breakout/Go Around/Missed Approach Procedures.

8.14.1. Aircraft on final approach shall be issued go around or missed approach instructions as specified. Standard climbout procedures shall apply unless stipulated by ATC.

8.14.2. When an aircraft is 4 miles or more on final approach, the control tower shall issue instructions to break the aircraft to the north, i.e. "Turn/Fly (left/right) (heading), Climb and Maintain (altitude)."

8.14.3. When an aircraft is less than 4 miles on final, the control tower shall issue instructions to maintain runway heading at or below 1,600 feet.

8.14.4. The control tower may break an arriving aircraft to the south if traffic conditions permit.

8.14.5. Aircraft on an instrument approach or visual straight-in approach should be cleared for a landing maneuver or issued missed approach instructions no later than 2 miles from runway.

8.14.6. Aircraft in the VFR pattern shall be issued go around instructions far enough from the runway to allow the pilot time to execute a go around safely.

8.14.6.1. Aircraft in a 360-degree overhead pattern should be cleared for a landing maneuver or issued go around instructions prior to the aircraft turning final.

8.14.6.2. Aircraft flying in the VFR pattern should be cleared for a landing maneuver or issued go around instructions prior to the aircraft turning final.

8.14.7. ATC shall issue go around instructions to an aircraft on final if it reaches a point within 2 NM of the runway and there is an aircraft in takeoff position on the runway. The aircraft on the runway shall be told to hold position until the other aircraft is clear. ***NOTE:*** Aircraft under RAPCON control shall not proceed beyond 3-mile final without tower clearance.

8.15. Civilian Aircraft Operations

8.15.1. Flight plan approval procedures for civil aircraft are not a function of Air Force approval authorities. Operators of civil aircraft shall comply with all applicable air regulations and International Civil Aviation Organization (ICAO) documents.

8.15.1.1. Misawa City Airport. Misawa is a joint-use airfield, and the runway and taxiways are shared with the Japan Civil Aviation Bureau (JCAB) and Misawa City Airport. Civilian airline aircraft are authorized to operate up to seven times daily to/from the Misawa City Airport. ***NOTE***: All Misawa City Airport flight requests must be routed through the AFM and/or AOF/CC for approval.

8.15.1.1.1. Each month, JCAB will provide AM with a copy of the Misawa City Airport monthly flying schedule. If there are any changes to the schedule, the AFM will be notified immediately, and will in turn provide an updated schedule to AMOPS.

8.15.1.1.2. All civil flight plans originating from the Misawa City Airport will be handled by JASDF Base Operations. Any coordination with Misawa City Airport flights will be accomplished between the AFM and JCAB.

8.15.1.2. AMC Contract Aircraft. Misawa has AMC contract aircraft that arrive on specified days in support of personnel movement, cargo, U.S. mail, TMO shipments, etc.

8.15.1.3. Federal Aviation Administration (FAA) Aircraft—Flight Check. Periodically, the FAA will flight check the instrument landing system and procedures for compliance and status. These flight checks will be prior coordinated between the FAA, ATC Liaison, and the AFM.

8.15.1.4. Foreign Aircraft (Government/Civil). The AFM must be notified for all foreign aircraft (government or civil) requests that want to use Misawa. In turn, the AFM will contact 5 AF for coordination and approval.

8.15.1.5. US Navy. A Naval Air Training Operating Procedures Standardization (NATOPS) qualified officer is authorized to approve flight plans for proposed flight or modification thereof.

8.16. Civil Use of Military ATCALS

8.16.1. Civil aircraft are authorized to use Misawa AB NAVAIDS.

8.17. Aero Club Operations

8.17.1. Misawa AB does not have an aero club.

8.18. Weather Dissemination and Coordination Procedures

8.18.1. AMOPS shall activate the SCN for all weather warnings IAW the Weather Warning QRC.

8.19. Airfield Snow Removal Operations

8.19.1. Taxiing During Snow Removal. Taxiway snow removal operations can be suspended by Misawa Ground Control to allow taxiing of aircraft. The SOF will work closely with Snow 1 and AMOPS to determine the taxiway RCR and decide when to let 35 FW assigned aircraft taxi when snow removal ops are ongoing.

8.19.2. Suspending Snow Removal Operations.

8.19.2.1. Runway snow removal operations shall be suspended at the request of ATCT to allow:

8.19.2.1.1. Landing of emergency aircraft.

8.19.2.1.2. Launch of hot scramble aircraft.

8.19.2.1.3. Launch of Patrol Squadron ready alert aircraft.

8.19.2.1.4. Other operational launches (30 minutes prior notification required). Aircraft commanders conducting operational flights may determine runway conditions are acceptable for takeoff.

8.19.2.2. Procedures.

8.19.2.2.1. At the request of Ground Control, the snow removal operations supervisor (USAF & JASDF) shall suspend all operations and evacuate the runway immediately.

8.19.2.2.2. Vehicles shall hold behind the runway hold short line, at least 100 feet off the edge of the runway shoulder.

8.19.2.2.3. The AFM/designated representative and/or 3 AW Aerodrome Officer (AO) shall make a runway inspection after snow removal is complete or suspended.

8.19.2.2.4. The Tower shall hold all aircraft until the condition of the runway is received.

8.19.3. Additional snow and ice removal responsibilities and priorities are outlined in the Misawa Air Base Snow and Ice Control Plan. This plan is reviewed and updated annually.

8.20. Bird/Wildlife Control

8.20.1. Local Bird/Wildlife control procedures will be IAW the 35 FWI 91-203, *Bird Aircraft Strike Hazard (BASH) Program.*

8.21. Bird Watch Conditions (BWC)

8.21.1. Declaring Authority. During normal 35 FW flying operations, the SOF declares the BWC. The AFM or designated representative declares BWC during all other periods.

8.21.2. BWC LOW: Bird activity on and around the airfield is such that there is low potential for strikes.

8.21.2.1. No flight restrictions.

8.21.3. BWC MODERATE: Bird activity in locations representing increased potential for strikes. Increased vigilance by all agencies, supervisors, and pilots is required.

8.21.3.1. No formation takeoffs or landings. Aircraft limited to full stop landing or restricted low approaches at or above 500' AGL.

8.21.4. BWC SEVERE: Bird/wildlife activity on or immediately above the active runway or other specific locations representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under BWC Severe.

8.21.4.1. Takeoffs and landings by 35 FW aircraft must be approved by 35 OG/CC or higher authority.

8.21.5. Additional procedures and program guidelines are identified in 35 FWI 91-203, *Bird Aircraft Strike Hazard (BASH) Program.*

8.22. Supervisor of Flying (SOF) Operating in the Tower

8.22.1. A SOF will be located in the ATCT during all 35 FW flying operations.

8.22.2. The SOF shall discuss operations issues only with ATCT Watch Supervisor or RAPCON Watch Supervisor. The SOF may make recommendations/suggestions to ATC based on unique requirements of individual missions or knowledge of the flying schedule.

8.22.3. The SOF may use ATC frequencies only with ATCT Watch Supervisor approval. Once approved, transmissions will only be for safety of aircraft operation or preserving life or property. IAW AFI 13-204, SOFs are prohibited from issuing ATC instructions.

8.22.4. Additional guidelines for SOF operations are located in AFI 11-418 and MOUI 3005.

8.23. Airfield Photography

8.23.1. Photography within the permanent flightline and restricted areas is prohibited unless the photographer has explicit written permission from the designated owning unit commander with coordination through 35 FW Public Affairs (PA) and authenticated by 35 SFS/S5. ***NOTE:*** The AFM or designated representatives are exempt from approvals to take pictures of pavements, airfield violations, and/or potential problems associated with the airfield, in-flight and ground emergencies. Visual Information personnel in possession of a Photography Badge are authorized to take photos of the flightline and restricted areas. Additional procedures are outlined in MABI 31-101, *Integrated Defense Plan.*

8.24. Tactical Arrival/Departure Procedures.

8.24.1. Tactical Straight-In (TSI). TSIs may be flown by F-16 aircraft for training with ATCT approval. Exercise scenarios involving simulated threats near the airfield or "overhead pattern closed" conditions are examples of when a TSI may be appropriate.

8.24.1.1. Minimum weather is 1500/5000M.

8.24.1.2. Maintain tactical formation between 500’ and 1,000’ AGL, cross the appropriate IP (North or East only) at approximately a 90-degree angle to the runway, and execute an in-place 90-degree turn. During the turn to final, slow to normal final approach speed. Use caution for P-3/E2C traffic at 1000’-1500’ and helicopter traffic at 500’.

8.24.1.3. Maximum flight size is four aircraft. LFE recoveries coordinate with tower prior to takeoff.

8.24.1.4. When TSIs are in effect or if a flight wants to practice the procedure, make the request with ATC as early as possible. Aircraft recovering from the southeast shall avoid Hachinohe's control zone and perform the "in-place 90" maneuver from "STICK" (Misawa 106/14), or proceed VFR to the east IP and perform the maneuver from there. Aircraft recovering from the southwest (South IP) shall avoid direct overflight of Towada City below 1,000 feet AGL.

8.25. UAS Procedures.

8.25.1. The following general procedures apply to RPA/UAS operations. If a separate LOA is established, the procedures described in the LOA shall be applied.

8.25.2. RPA operations will be conducted within Misawa’s airspace with full aircraftlighting and an operational transponder.

8.25.3. RPA pilots/operators will pre-coordinate all RPA missions with ATC unless addressed in a Letter of Procedure.

8.25.4. RPA mission commanders, pilots, or Supervisors of Flying will advise ATC of initiation and completion of flight operations.

8.25.5. The use of Special Visual Flight Rules by RPA flights is prohibited.

8.25.6. AMOPS Procedures:

8.25.6.1. Coordinate with Civil Engineering, Safety and Terminal Instrument Procedures (TERPS) to ensure that RPA bed down locations, including shelters/hangars and communication towers, are sited IAW with UFC 03-260-01 and TERPS criteria, pursuing waivers as required.

8.25.6.2. Coordinate to include established RPA taxi routes to the daily sweeping requirements.

8.25.6.3. Provide Airfield Drivers Training to RPA units IAW AFI 13-213 35FW SUP. For short term/temporary operations, the Deputy Airfield Manager (DAFM) will publish and provide additional familiarization training for all units that operate vehicles on the airfield. RPA familiarization will include special launch and recovery operations.

8.25.6.4. Coordinate for removal of arresting systems from the active runway as required to support RPA operations.

8.25.6.5. Pass all airfield status changes to RPA ops in a timely manner.

8.25.6.6. Coordinate all changes to airfield signage/markings along established RPA taxi routes with RPA Ops prior to changes being made.

8.25.6.7. Coordinate FLIP entries for UAS operations.

8.25.6.8. Coordinate with Civil Engineering, Safety, Security Forces, Transient Alert, Maintenance Operations Control Center, and flying units to designate areas for loading, unloading, arming and de-arming RPA.

8.25.6.9. Publish NOTAMs for RPA operations.

8.25.7. ATC Procedures:

8.25.7.1. Aircrew will advise ATCT via radio or recorded landline (DSN 226-3515) the initiation and completion of flight activities. All communication between aircrew and ATC will be over primary ATC frequencies, unless the use of recorded landline communications is deemed necessary.

8.25.7.2. Describe RPA to other aircraft by stating "unmanned aircraft".

8.25.7.3. RPA aircrew will not be instructed to follow other aircraft. Visual separation between RPA and manned aircraft or RPA and RPA is not authorized. This does not restrict the tower controller's ability to visually separate aircraft.

8.25.7.4. For the purposes of ATC separation and sequencing, classify the RPA as "Category III", subject to change dependent on appropriate guidance.

8.25.7.5. Advise adjacent approach control facilities that RPA operations are being conducted or terminated.

8.25.7.6. RPA operations are not authorized simultaneously with civil aircraft operations within the Misawa control zone.

8.25.7.7. ATC will advise aircrew of any transient aircraft which may impact operations.

8.25.7.8. In the event of an emergency involving the RPA, ATC will apply procedures IAW the established letter of agreement. The safety of all manned aircraft will take precedence over unmanned aircraft in the event of an emergency.

8.25.7.9. ATC shall notify aircrew of any No Radio (NORDO) aircraft which may impact RPA operations. If unable to contact NORDO aircraft, ATC will coordinate with the RPA aircrew to determine the course of action method to ensure safe operations of all aircraft.

8.25.7.10. RAPCON shall make a broadcast on the ATIS when RPA operations are in effect. Example: "unmanned aircraft operations are in progress."

8.25.8. Lost Link/Lost Communication Procedures:

8.25.8.1. During lost link or in-flight emergencies, aircraft will squawk 7600 or as programmed in accordance with the local guidance. Aircrew will use a separate land based radio or telephone to ensure continued communication with ATC or range control during any lost link events.

8.25.8.2. In the event of a lost link or lost communication between RPA aircrew and ATC, ATC will:

8.25.8.2.1. Cease aircraft launches until status of affected RPA is determined.

8.25.8.2.2. Issue advisories and ATC instructions as appropriate to ensure safe operations.

8.25.8.3. The Primary Crash Alert System will be activated for all lost link events.

8.26. Misawa AB Joint Airfields Advisory Committee (JAAC).

8.26.1. In accordance with MOUI 3005, the 35 FW or the 3 AW Commander can convene a JAAC meeting to resolve host nation airfield issues. This meeting is not intended to replace the AOB and may include but is not limited to the following members:

8.26.1.1. 35 FW Commander/Vice-Commander.

8.26.1.2. 3 AW Commander.

8.26.1.3. Commander, 35th Operations Group.

8.26.1.4. Commander, 35th Mission Support Group.

8.26.1.5. Commanding Officer, Naval Air Facility.

8.26.1.6. Commander, 35th Operations Support Squadron.

8.26.1.7. Commander, 35th Civil Engineer Squadron.

8.26.1.8. Commander, 35th Communication Squadron.

8.26.1.9. Commander, 13th Fighter Squadron.

8.26.1.10. Commander, 14th Fighter Squadron.

8.26.1.11. 35th Fighter Wing Safety Officer.

8.26.1.12. 35th Operations Group Chief, Standardization and Evaluation.

8.26.1.13. JASDF 3rd Air Wing Chief of Defense and Operations Representative.

8.26.1.14. JASDF 3rd Air Wing Chief of Logistics Representative.

8.26.1.15. JASDF Air Traffic Control Squadron Representative.

8.26.1.16. JASDF 3rd Air Wing Base Operations Squadron Representative.

8.26.1.17. JASDF CH47 Squadron Representative.

8.26.1.18. JASDF E2C Squadron Representative.

8.26.1.19. JASDF Misawa Weather Squadron Representative.

8.26.1.20. Japan Civil Aviation Bureau Representative.

8.26.1.21. Navy Operations Officer.

8.26.1.22. 35th Operations Support Squadron, Weather Flight Commander.

8.26.1.23. 35th Civil Engineer Squadron, Chief, USAF Fire Protection.

8.26.1.24. 35th Communications Squadron (35 CS/SCM).

8.26.1.25. 35th Operations Support Squadron, Commander, Airfield Operations Flight Commander, ATC Liaison and Airfield Management representative.

8.27. VORTAC Outage Procedures. ***NOTE:*** The Japan Civil Aviation Bureau (JCAB) ATC regulation, equivalent to FAAO JO 7110.65, does not specifically address or authorize such "in lieu of" procedures for ILS approaches. Therefore, JASDF ATC is not authorized to clear aircraft for ILS approaches during a VORTAC outage except with the use of the below procedures.

8.27.1. The following procedures are established for JASDF ATC to allow US Armed Forces aircraft, and commercial aircraft requiring Distance Measuring Equipment (DME) to conduct ILS approaches during a Misawa AB VORTAC outage.

8.27.1.1. The number of radar trail ILS approach is limited to 2 ship.

8.27.1.2. RAPCON shall:

8.27.1.2.1. Use a PAR scope to radar monitor the aircraft for ILS approach in final approach segment.

8.27.1.2.2. Report when each aircraft passing 5NM from touchdown in lieu of FAF. **NOTE:** FAF & MAP are not depicted on the PAR scope. ATC is unable to advise aircraft when they are passing the MAP.

8.27.1.3. JASDF ATC shall provide ILS approach clearances during all VORTAC outages using the phraseology below:

8.27.1.3.1. "Cleared ILS RWY 10/28 approach, DME not available, *will call 5 miles from touchdown.*". ***NOTE:*** The above phraseology shall be issued to non-Misawa based US Armed Forces aircraft and commercial aircraft (Patriot Excalibur) ATC may omit the distance advisory for locally assigned aircraft.

8.27.1.4. ATC shall not provide LOC/DME approach clearances during VORTAC outages.

8.28. Drop Zone Procedures

8.28.1. Two drop zones (DZ) are available at Misawa AB; Misawa West DZ and Misawa East DZ (see Attachments 13 & 14).

8.28.2. Process Management:

8.28.2.1. The 35 OSS/OSK, Weapons Standardization, maintains the DZ survey.

8.28.2.2. The 35 OSS/OSKP, Survival Evasion Resistance Escape (SERE) manages DZ operations.

8.28.2.3. The 35 OSS/OSO, Wing Scheduling, schedules DZ operations.

8.28.3. Approval Requests:

8.28.3.1. Parachute jump and drop operations at Misawa AB require approval of the 35 FW/CC or designated representative.

8.28.3.2. Requests shall normally be coordinated at least two weeks in advance.

8.28.3.3. Requests for DZ Operations other than personnel jumps will be approved on a case by case basis.

8.28.4. Responsibilities:

8.28.4.1. The 35 OSS/OSKP shall:

8.28.4.1.1. Coordinate use of Misawa Drop Zone with requesting agency.

8.28.4.2. Complete 35 OSS/OSKP Drop Zone checklist.

8.28.4.3. Coordinate with 35 OSS/OSO to schedule jumps/drops and add event to the flying de-confliction schedule for dissemination to 35 FW and 3 AW.

8.28.4.4. Notify AMOPS and ATC Liaison, at least 5 days prior to requested drop zone use.

8.28.5. The 35 OSS/OSA ATC Liaison shall:

8.28.5.1. Notify JASDF ATC of drop zone request at least 48 hours prior to drop.

8.28.6. AMOPS shall:

8.28.6.1. Formulate a NOTAM for Jump/Drop Operations based on the following example: "Airdrome closed for parachute jump/drop operations except for fixed wing engine runs and starts North of Taxiway C and C-2 aircraft South of Taxiway A."

8.28.6.2. Publish the NOTAM, four days, but no later than 48 hours prior to requested drop zone use.

8.28.6.3. Notify Command Post at least two hours prior to drop zone activation.

8.28.7. The 3 AW JASDF Base Operations shall:

8.28.7.1. Formulate a NOTAM for Jump/Drop Operations based on the following example: "Airdrome closed for parachute jump/drop operations except for fixed wing engine runs and starts North of Taxiway C and C-2 aircraft South of Taxiway A."

8.28.7.2. Publish the NOTAM, four days, but no later than 48 hours prior to requested drop zone use.

8.28.8. Aircrews shall:

8.28.8.1. Comply with all respective parachute jump/airdrop regulations and guidance outside the scope of this letter.

8.28.8.2. Establish two-way communication with JASDF ATC prior to commencing operations in the Control Zone and prior to receiving DZCO approval to drop.

8.28.8.3. Request drop zone altitudes upon initial contact with the JASDF ATC.

8.28.8.4. Notify AMOPS, JASDF ATC and DZCO of drop cancellations, Time on Target (TOT) changes, or malfunctions.

8.28.9. JASDF ATC shall:

8.28.9.1. Comply with all respective parachute jump/airdrop regulations and guidance outside the scope of this letter.

8.28.9.2. Monitor drop zone operations on the ATC Net.

8.28.9.3. Broadcast the drop zone clearance (normally when the drop aircraft is approximately 20 miles out), *"WIND, Drop Zone Operations APPROVED."*

8.28.9.4. If controlling the drop, broadcast *"NO DROP"* three times on the frequency to terminate an approved drop, i.e. *"NO DROP, NO DROP, NO DROP."*

8.28.9.5. To the extent possible, make the "NO DROP" call prior to the aircraft crossing the airfield boundary; however it may be made at any time.

8.28.10. The DZCO shall:

8.28.10.1. Comply with all respective parachute jump/airdrop regulations and guidance outside the scope of this letter.

8.28.10.2. Inform JASDF ATC when the drop zone is ready for parachute operations/ drops.

8.28.10.3. Monitor the ATC Net during DZ operations unless otherwise coordinated.

8.28.10.4. Establish and maintain two-way communication with drop aircraft on the frequency agreed upon in the aircrew pre-brief, normally V20, 127.9.

8.28.10.5. If controlling the drop, broadcast "NO DROP" three times on the frequency to terminate an approved drop, i.e. *"NO DROP, NO DROP, NO DROP."*

8.28.10.6. To the extent possible, make the "NO DROP" call prior to the aircraft crossing the airfield boundary; however it may be made at any time.

8.28.10.7. In the event of lost communications, remove or scramble the drop zone target marking, and if available deploy red smoke. An example of removing the target is to roll-up or physically remove the pink/orange visual target.

8.28.11. Recoveries:

8.28.11.1. VFR

8.28.11.1.1. VFR aircraft 20 minutes inbound to Misawa drop zones shall:

8.28.11.1.1.1. Contact the JASDF ATC; state call sign, position (DME south or north of Misawa); request clearance for the run-in, state type drop, TOT and requested routing/recovery.

8.28.11.1.1.2. If circumstances arise at the airfield temporarily preventing drop zone operations, be directed by JASDF ATC to hold VFR until operations can be approved.

8.28.11.1.1.3. If no higher priority traffic conflicts exist, be approved by JASDF ATC for the run-in.

8.28.11.1.1.4. Maneuver to the ATC assigned point for sequencing.

8.28.11.1.1.5. After reaching assigned point, enter downwind or initial/overhead to the desired landing runway as approved by JASDF ATC.

8.28.11.1.2. Make additional calls at 10 minutes and 3 minutes to TOT.

8.28.11.1.3. Not drop if JASDF ATC or DZCO directs a no-drop.

8.28.11.2. IFR

8.28.11.2.1. The aircraft will be handed off to Misawa Approach control for radar vectoring to active runway.

8.28.11.2.2. When IFR aircraft are under RAPCON control and the situation prevents drop zone operations, RAPCON shall inform the aircrew of the "NO DROP" situation and direct them to climb to an approved IFR altitude.

8.28.11.2.3. The aircrew will need clearance to proceed on the previously issued routing.

8.28.12. Altitudes:

8.28.12.1. Static line jumps shall be conducted at or below 1250 ft AGL.

8.28.12.2. High Altitude Low Opening (HALO) jumps shall be as coordinated and approved by 35 FW/CC or designated representative.

8.28.13. Ground Operations

8.28.13.1. Multiple Jumps/Ground Crew Recovery:

8.28.13.1.1. Runway 10: Recovering aircraft will land then continue via B3 or B5 for taxi on B taxiway to a location abeam Misawa Drop Zone to recover/reload ground crew and equipment.

8.28.13.1.2. Runway 28: Recovering aircraft will land then continue via B2 or B1 for taxi on B taxiway to a location abeam Misawa Drop Zone to recover/reload ground crew and equipment.

8.28.13.1.3. All ground operations will be conducted on Ground Control frequencies as directed by the Ground Controller.

8.28.13.1.4. Aircraft may proceed via taxiway Bravo and upload/download on taxiway with ATC approval.

8.28.13.1.5. Aircraft requesting to taxi on B taxiway will be instructed to hold short of B taxiway once the drop aircraft has reported 10 miles/5 minutes from the drop zone or JASDF ATC has visually observed (visual or on radar) the aircraft has reached 10 miles from the drop zone.

8.28.13.1.6. Aircraft requesting to taxi on A taxiway will be instructed to hold short of A2 (west of A2) or A5 (abeam A5 on A) taxiway once the drop aircraft has reported 10 miles/5 minutes from the drop zone or JASDF ATC has visually observed (visual or on radar) the aircraft has reached 10 miles from the drop zone.

8.28.13.1.7. Aircrews desiring to shut down engines to recover equipment and/or personnel should make this request with Ground Control, who will assign the location.

8.28.14. Air/Ground Traffic on Misawa airfield during DZ operations:

8.28.14.1. JASDF ATC shall:

8.28.14.1.1. Sterilize Misawa airfield/airspace of all non-participating aircraft for drops from the time of the DZCO's *"10 minute out"* call until the *"All jumpers are on the ground and safe"* call.

8.28.14.2. JASDF ATC shall NOT:

8.28.14.2.1. Authorize simultaneous fixed-wing aircraft operations on Misawa airfield between non-participating aircraft and airdrop aircraft starting from the DZCO's *"2 minutes out"* call until the DZCO's *"All jumpers are on the ground and safe"* call. ***EXCEPTION:*** Engine runs and engine starts for fixed-wing aircraft north of Taxiway C and C-2 aircraft parked south of Taxiway A are authorized.

8.28.14.2.2. Authorize helicopter or turbo-prop aircraft operations on Misawa airfield, to include engine run and engine start, starting from the DZCO's *"2 minutes out"* call until the DZCO's *"All jumpers are on the ground and safe"* call.

8.28.14.2.3. Authorize vehicles on the DZ for the duration of the DZ NOTAM. ***EXCEPTION 1:*** Vehicles and personnel in support of DZ operations: DZCOs, AMOPS, and medical support. ***EXCEPTION 2:*** If the DZ NOTAM is cancelled, normal operations may be resumed.

8.28.14.3. Aircrews shall:

8.28.14.3.1. Advise JASDF ATC when all equipment is secure.

8.28.14.3.2. Request further clearance, as necessary.

8.28.15. Resume Normal Operations:

8.28.15.1. DZCO shall:

8.28.15.1.1. Ensure all jumpers and equipment are accounted for; either observed or known to be at least 100 feet from edge of the runway.

8.28.15.1.2. Ensure movement on the runway and taxiways is not impaired.

8.28.15.1.3. Notify JASDF ATC, "Drop zone secure, operations terminated."

8.28.15.2. JASDF ATC shall:

8.28.15.2.1. Upon receipt of DZCO's "Drop zone secure, operations terminated," call request a post-airdrop runway check by AMOPS.

8.28.15.2.2. Suspend runway operations until AMOPS completes the runway check and advises ATC to "Resume normal operations."

8.28.15.2.3. Resume only ground movement and/or operations of aircraft and vehicles previously restricted by DZ operations. ***NOTE:*** See paragraph 8.28.14.2.

8.28.15.2.4. Upon receipt of AMOPS, "Resume normal operations," call, resume normal runway operations.

8.28.15.3. AMOPS shall:

8.28.15.3.1. Upon notification from JASDF ATC that "Drop zone operations are terminated," conduct a runway check for FOD.

8.28.15.3.2. Upon completion of a FOD free runway check, notify JASDF ATC to "Resume normal operations."

8.29. Large Force Employment (LFE) Procedures.

8.29.1. LFEs will be coordinated and flown IAW the Local Operating Procedure between the 35 FW and Sapporo ACC.

WILLIAM D. BOWMAN, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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USFJI 11-101, *Aircraft Noise Abatement, 18 May 2012*

35 FWI 11-251, *Quiet Period/Airfield Closure Procedures*

35 FWI 91-203, *Bird Aircraft Strike Hazard (BASH) Program, 9 Sep 2011*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 332, *Base Civil Engineer Work Order*

DD Form 1801, *International Flight Plan*

Abbreviations and Acronyms

AAS -—Aircraft Arresting System

AFM — Airfield Manager

AFMAN — Air Force Manual

AGL — Above Ground Level

AMOPS — Airfield Management Operations

AOB — Airfield Operations Board

AOF — Airfield Operations Flight

ARFF—Aircraft Rescue and Fire Fighting

ASR—Airport Surveillance Radar

ATC — Air Traffic Control

ATCT — Air Traffic Control Tower

ATCALS — Air Traffic Control and Landing Systems

ATIS — Automatic Terminal Information

BASH — Bird Aircraft Strike Hazard

BOPS —Base Operations Squadron

BDOC —Base Defense Operations Center

BWC—Bird Watch Condition

CMA — Controlled Movement Area

CP —Command Post

DME —Distance Measuring Equipment

DoD — Department of Defense

DV —Distinguished Visitor

DZ —Drop Zone

ELT — Emergency Locator Transmitter

EOR —End of Runway

EPU —Emergency Power Unit

ETA — Estimated Time of Arrival

FAA — Federal Aviation Administration

FAAO — FAA Order

FAF —Final Approach Fix

FCF —Functional Check Flight

FLIP—Flight Information Publication

FOD — Foreign Object Damage

HCP —Hot Cargo Pad

HIRLS —High Intensity Runway Lights

IAF —Initial Approach Fix

IFF — Identification Friend or Foe

IFR —Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

JASDF – Japan Air Self Defense Force

JCAB – Japan Civil Aviation Bureau

LFE – Large Force Employment

MOCC —Maintenance Operation Control Center

MSL — Mean Sea Level

NAF — Naval Air Facility

NAVAID—Navigational Aid

NGA —National Geospatial Intelligence Agency

NOTAM — Notice to Airmen

NVD —Night Vision Device

OSS — Operations Support Squadron

OI — Operating Instruction

OLS —Optical Landing System

OPR — Office of Primary Responsibility

PAPI — Precision Approach Path Indicator

PAR — Precision Approach Radar

PCAS—Primary Crash Alarm System

PMI – Preventative Maintenance Inspection

POC - Point of Contact

PPR —Prior Permission Required

QRC —Quick Reaction Checklist

RAPCON —Radar Approach Control

RCR —Runway Condition Reading

RDS — Records Disposition Schedule

RMC —Regionalized Maintenance Center

RPA —Remotely Piloted Aircraft

RSC —Runway Surface Condition

RSRS —Reduced Same Runway Separation

RVR — Runway Visual Range

RWY — Runway (Rwy)

SCN —Secondary Crash Net

SERE —Survival Evasion Resistance Escape

SFA — Single Frequency Approach

SFO —Simulated Flame Out

SIF — Selective Identification Feature

SOF — Supervisor of Flying

TA —Transient Alert

TACAN — Tactical Air Navigation

TAFB — Tinker Air Force Base

TERPS — Terminal Instrument Procedures

TWY — Taxiway (Twy)

UAS — Unmanned Aircraft System

UHF — Ultra High Frequency

VFR — Visual Flight Rules

VHF — Very High Frequency

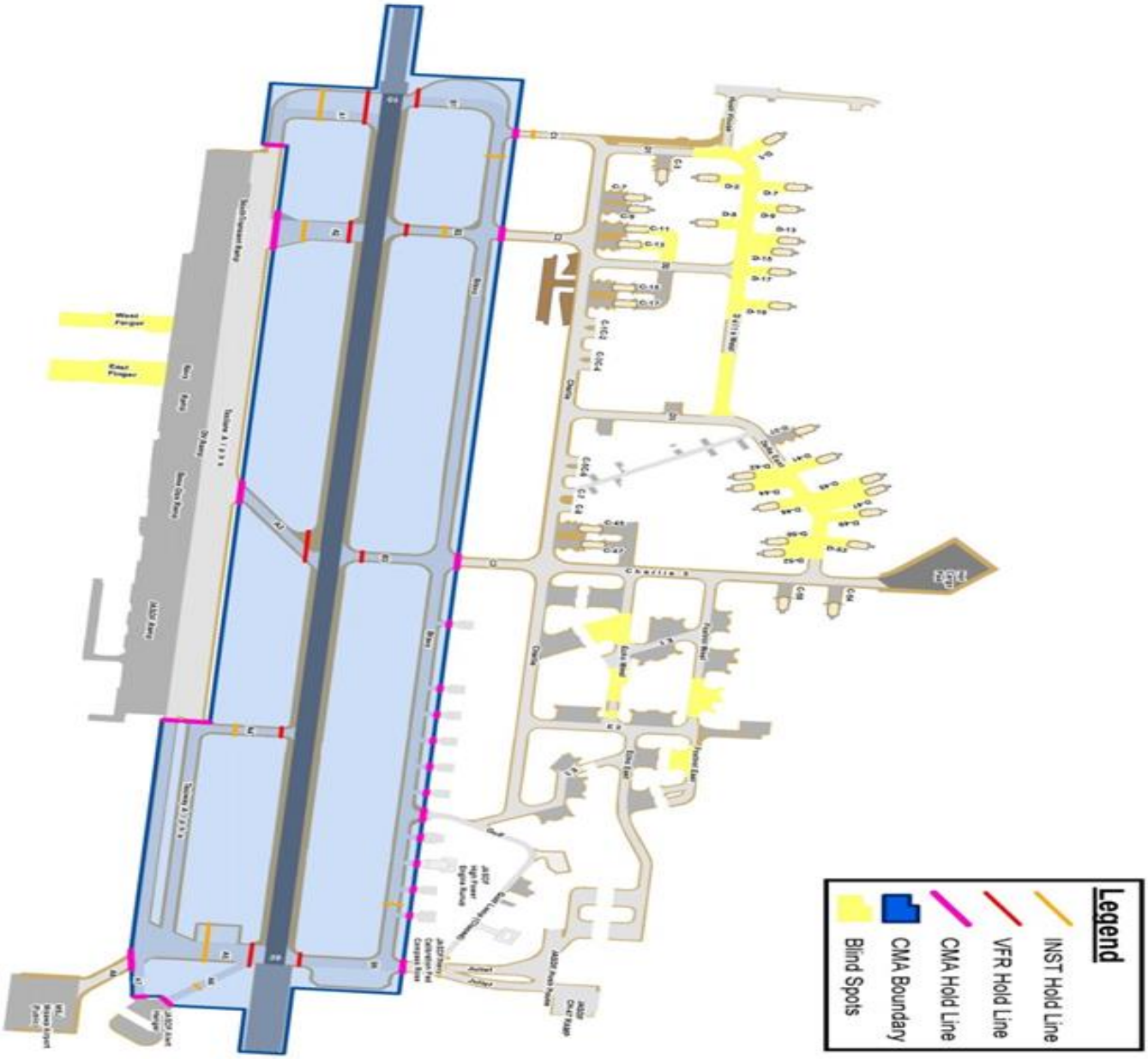
VOR - VHF Omni—directional Range

WX — Weather

Attachment 2

AIRFIELD DIAGRAM/CMA LAYOUT/LOCATION OF RUNWAY, TAXIWAYS, RAMPS/APRONS, VFR/IFR HOLDING POSITIONS

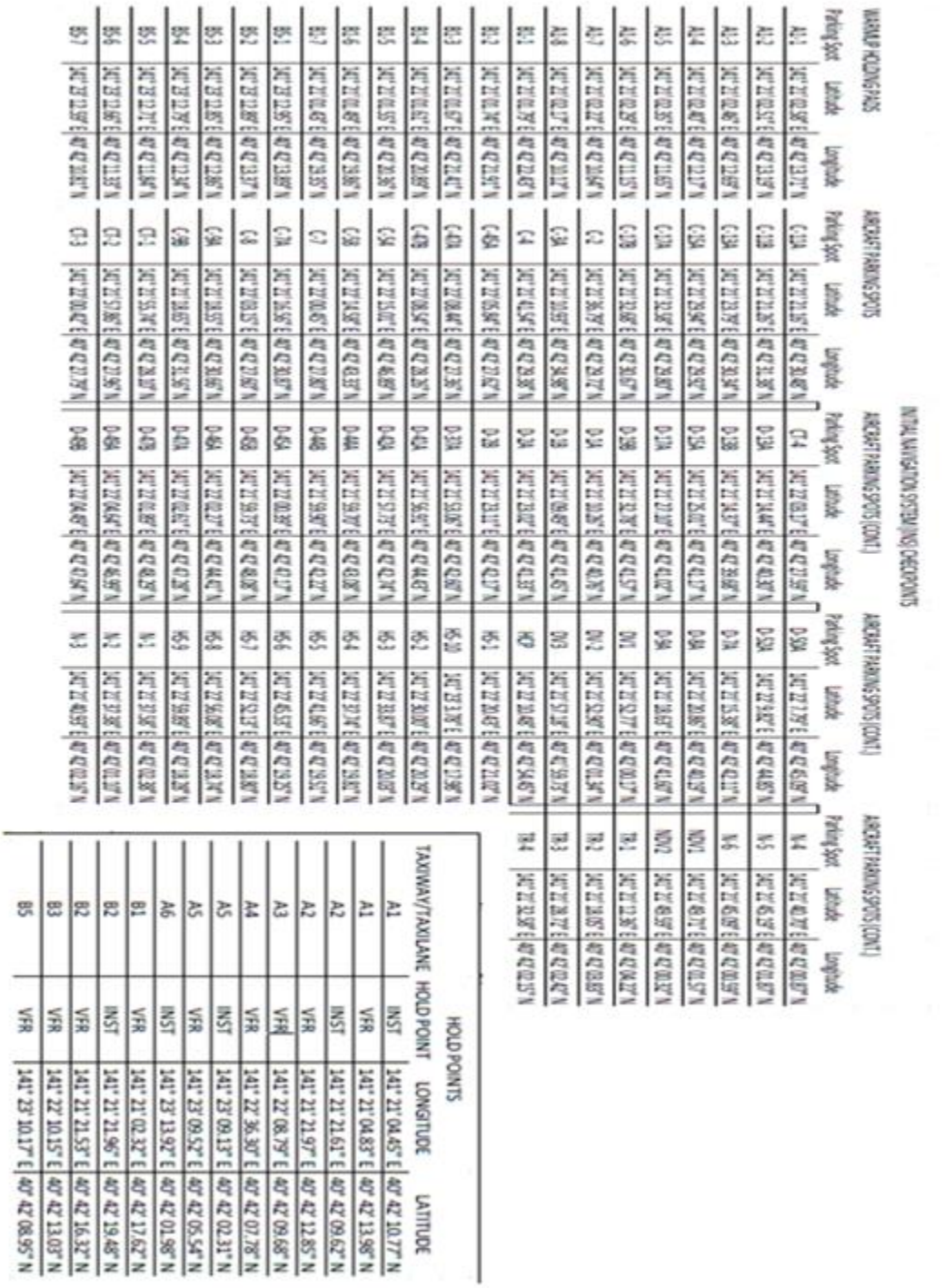
Figure A2.1. Airfield Diagram/CMA Layout/Location of Runway, Taxiways, Ramps/Aprons, VFR/IFR Holding Positions.



Attachment 3

INS CHECKPOINTS

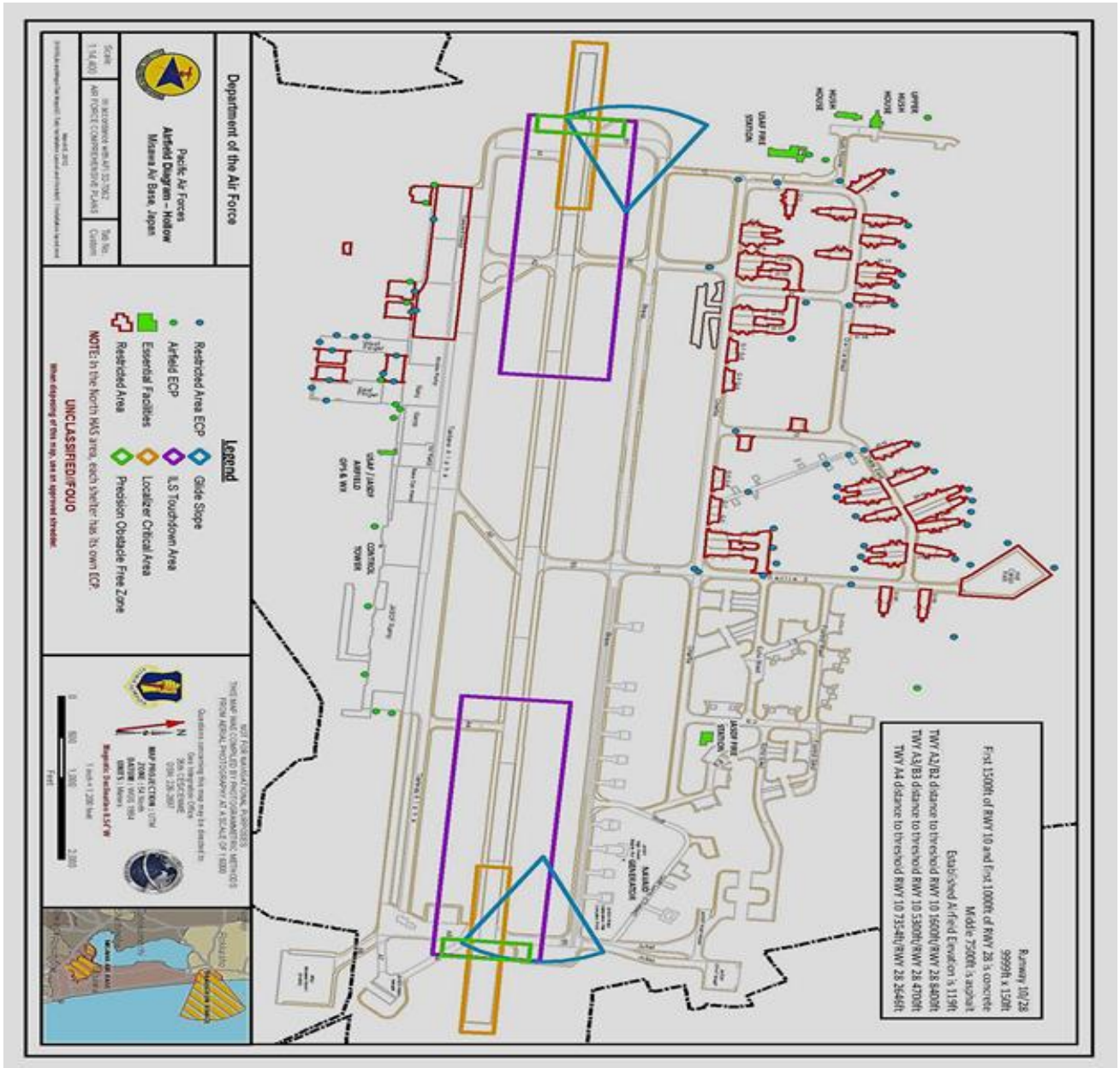
Figure A3.1. INS Checkpoints.



Attachment 4

AIRFIELD ACCESS POINTS, RESTRICTED AREA BOUNDARIES/ECPS, CRITICAL AREA BOUNDARIES FOR PRECISION NAVIGATIONAL AIDS

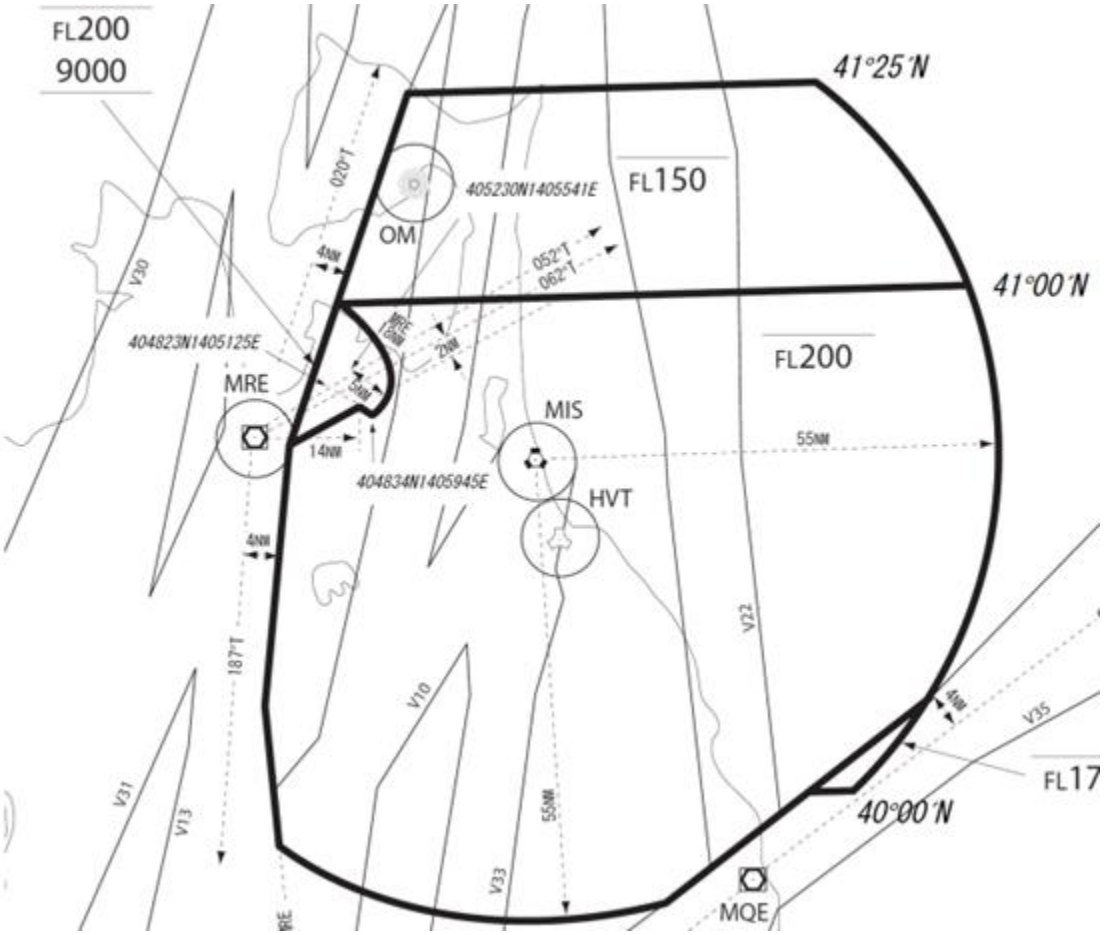
Figure A4.1. Airfield Access Points, Restricted Area Boundaries/ECPs, Critical Area Boundaries for Precision Navigational Aids



Attachment 5

MISAWA APPROACH CONTROL AREA

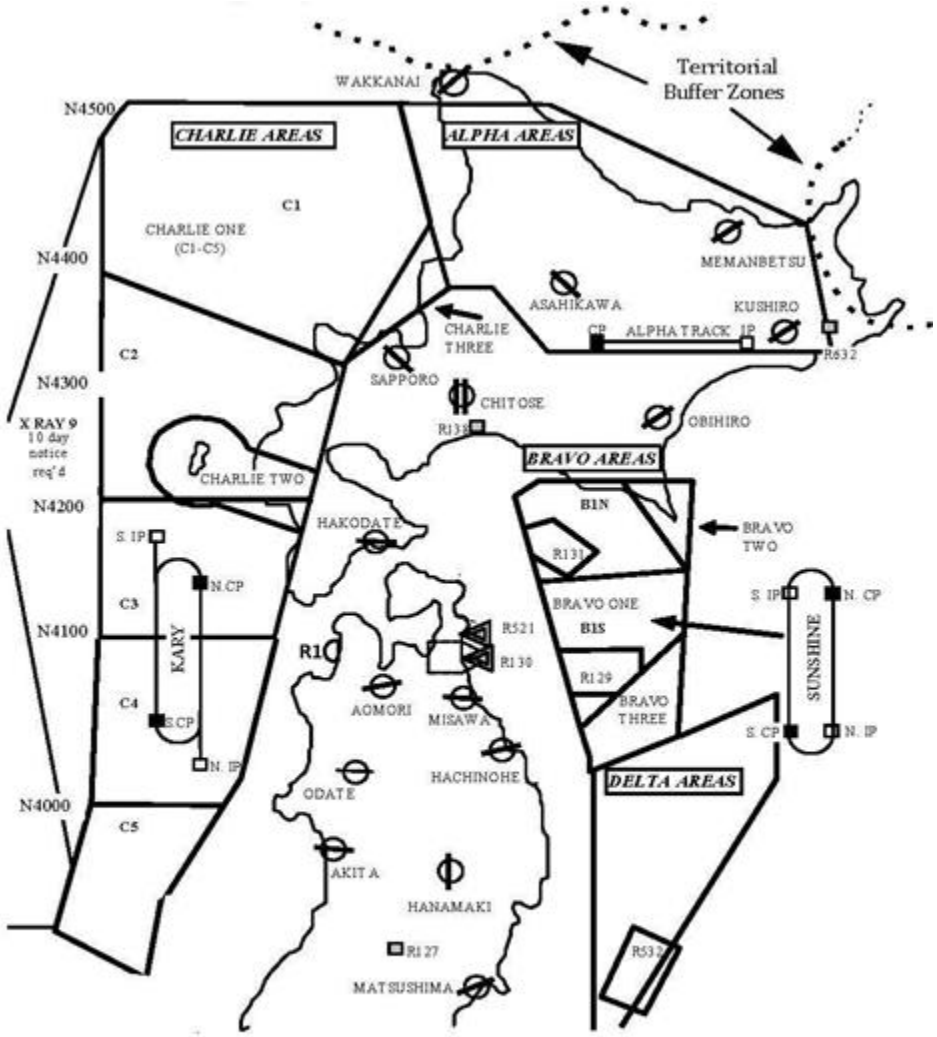
Figure A5.1. Misawa Approach Control Area.



Attachment 6

TRAINING AND RESTRICTED AREAS

Figure A6.1. Training and Restricted Areas.



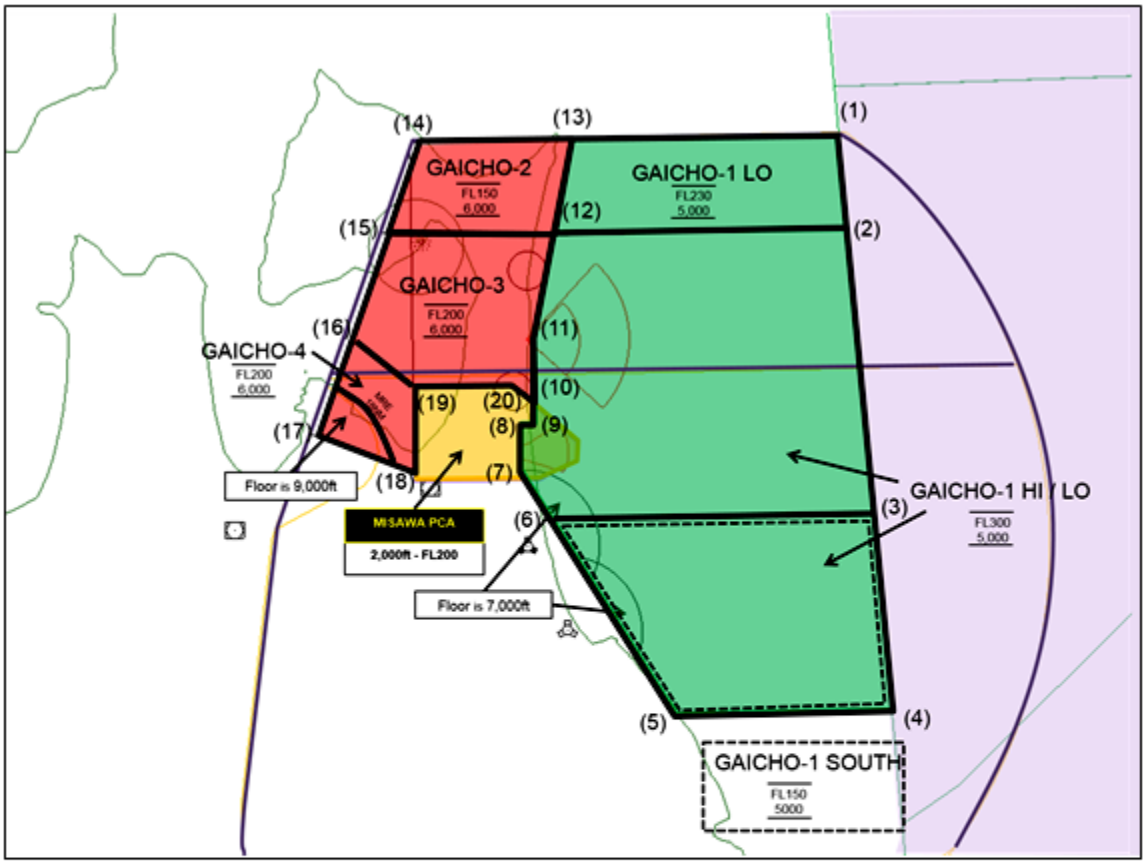
HAZARD AREAS (ACTIVATED BY JAPANESE CLASS II NOTAMS)

RJ#	ALT	RJ#	ALT
R1 (Shariki)	TO FL190	R632	TO 36,000'
R521A/B	TO 23,000'	R127	TO 25,000'
R532	TO 39,370'	R138	TO 8000'

Attachment 7

GAICHO AIRSPACE

Figure A7.1. Gaicho Airspace.



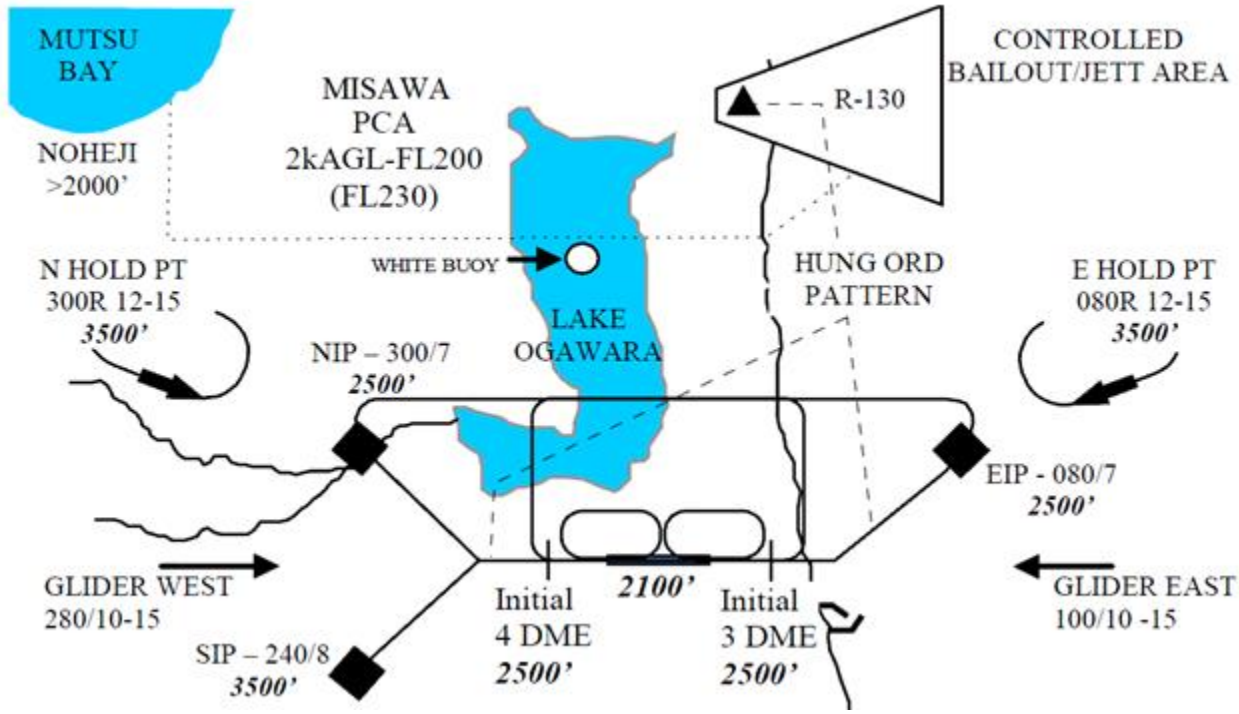
Coordinates

(1) 412500N 1420700E	(2) 411500N 1420814E	(3) 404500N 1421053E
(4) 402400N 1421244E	(5) 402400N 1414300E	(6) 404500N 1412603E
(7) 405000N 1412200E	(8) 405500N 1412200E	(9) 405500N 1412400E
(10) 405701N 1412400E	(11) 410440N 1412400E	(12) 411500 N1412653E
(13) 412500N 1412945E	(14) 412500N 1410931E	(15) 411500 N1410434E
(16) 410405N 1405907E	(17) 405402N 1405408E	(18) 405008N 1410717E
(19) 405910N 1410717E	(20) 405910N 1412047E	

Attachment 8

LOCAL PATTERNS

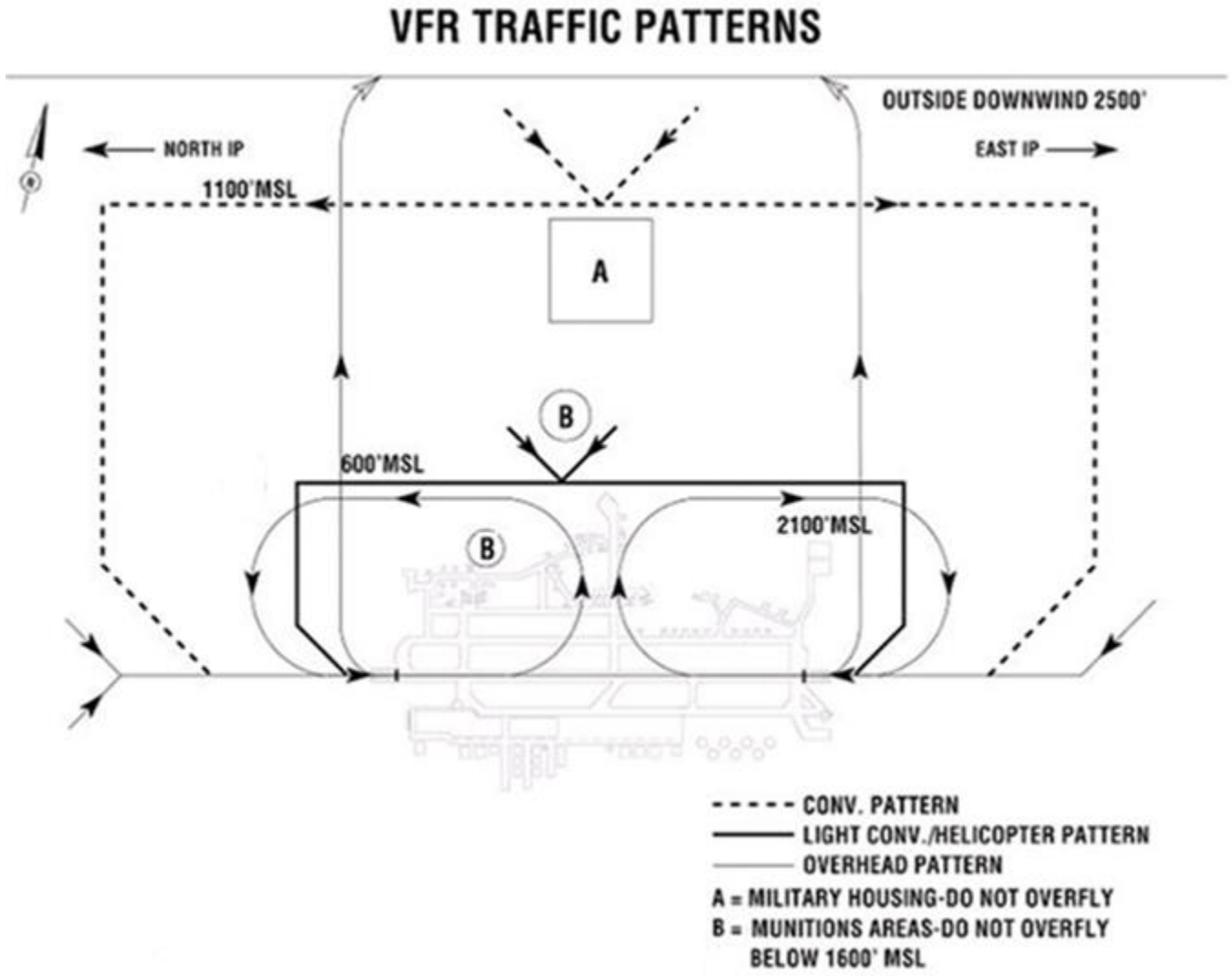
Figure A8.1. Local Patterns.



Attachment 9

VFR TRAFFIC PATTERNS

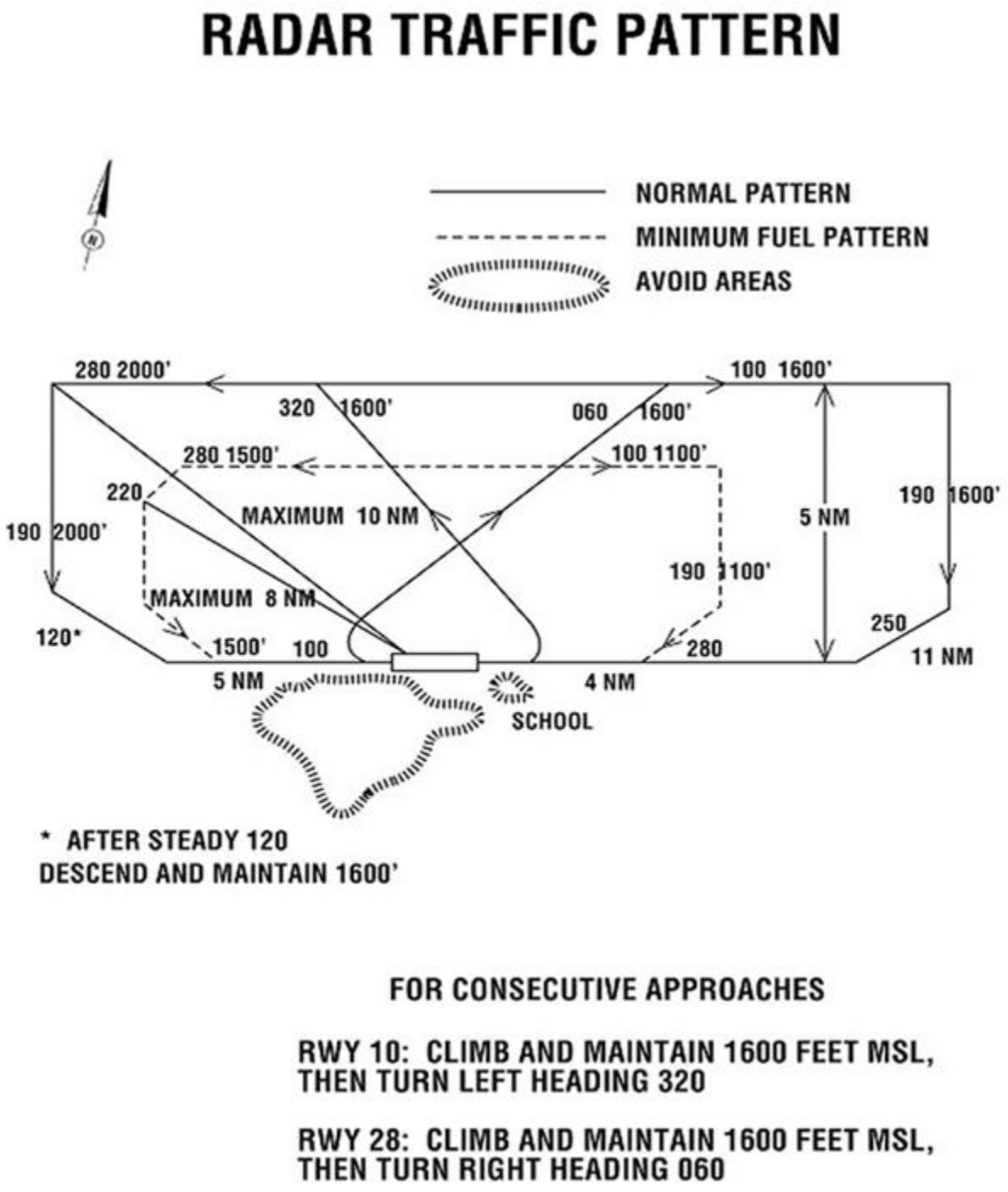
Figure A9.1. VFR Traffic Patterns.



Attachment 10

RADAR TRAFFIC PATTERN

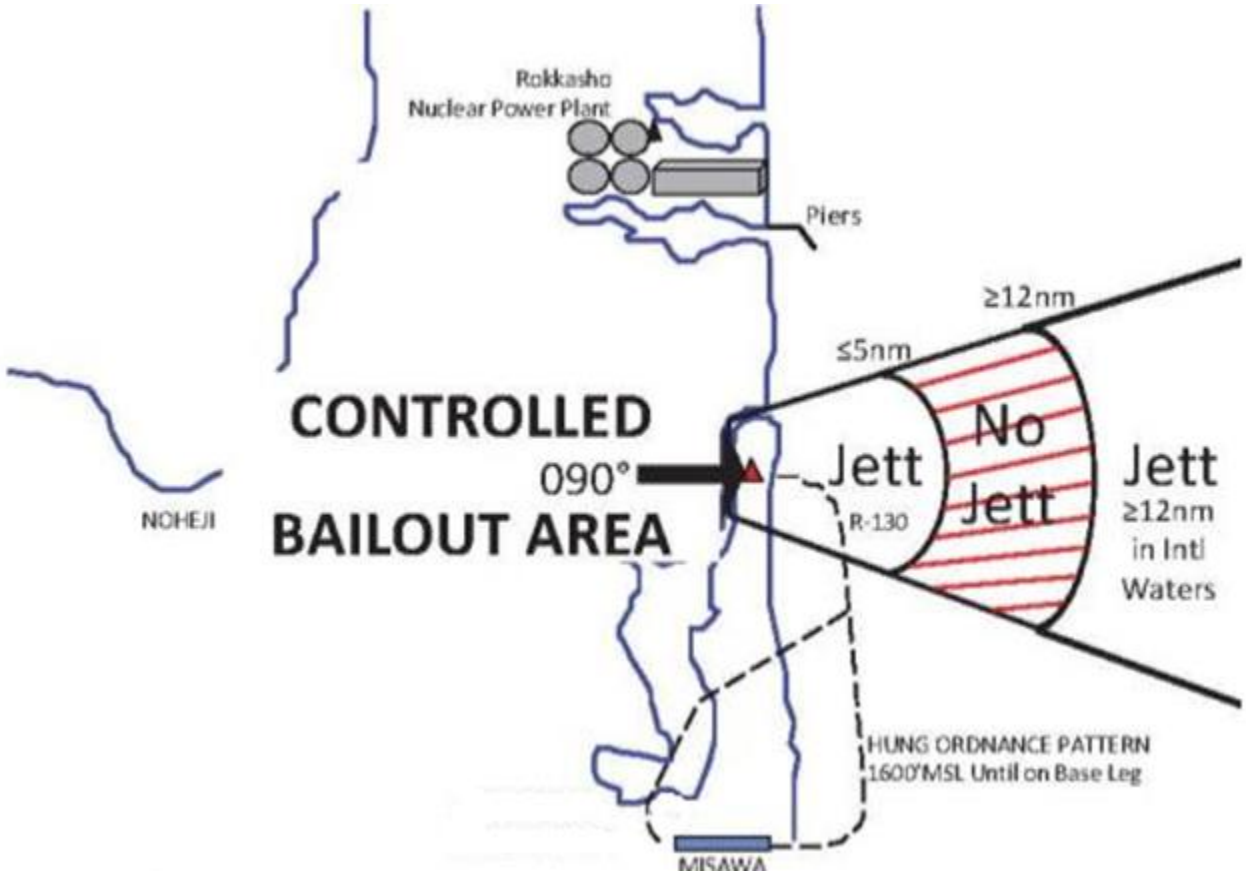
Figure A10.1. Radar Traffic Pattern.



Attachment 11

CONTROLLED BAILOUT/JETTISON AREA

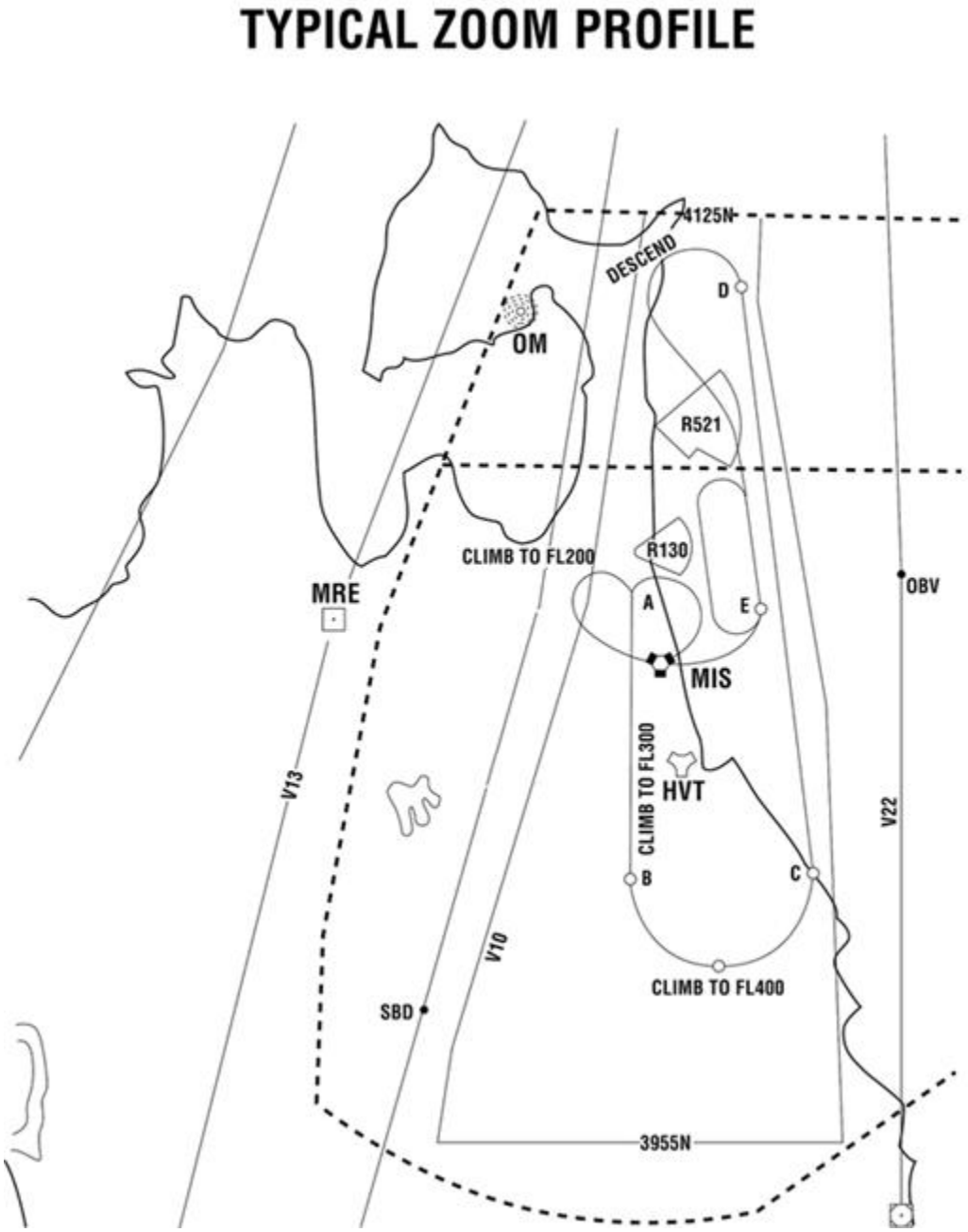
Figure A11.1. Controlled Bailout/Jettison Area.



Attachment 12

TROPICAL ZOOM PROFILE

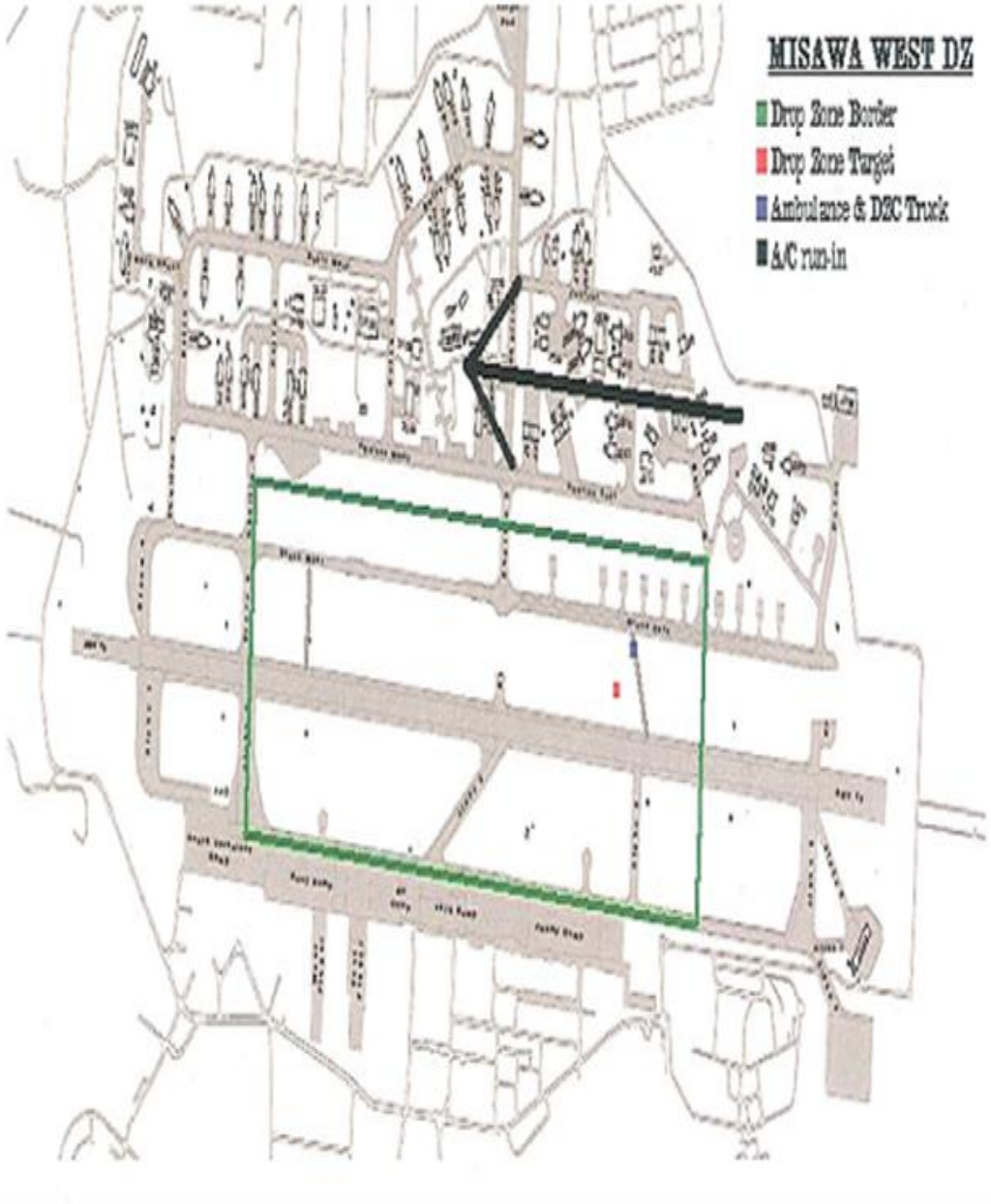
Figure A12.1. Tropical Zoom Profile.



Attachment 13

MISAWA WEST DZ

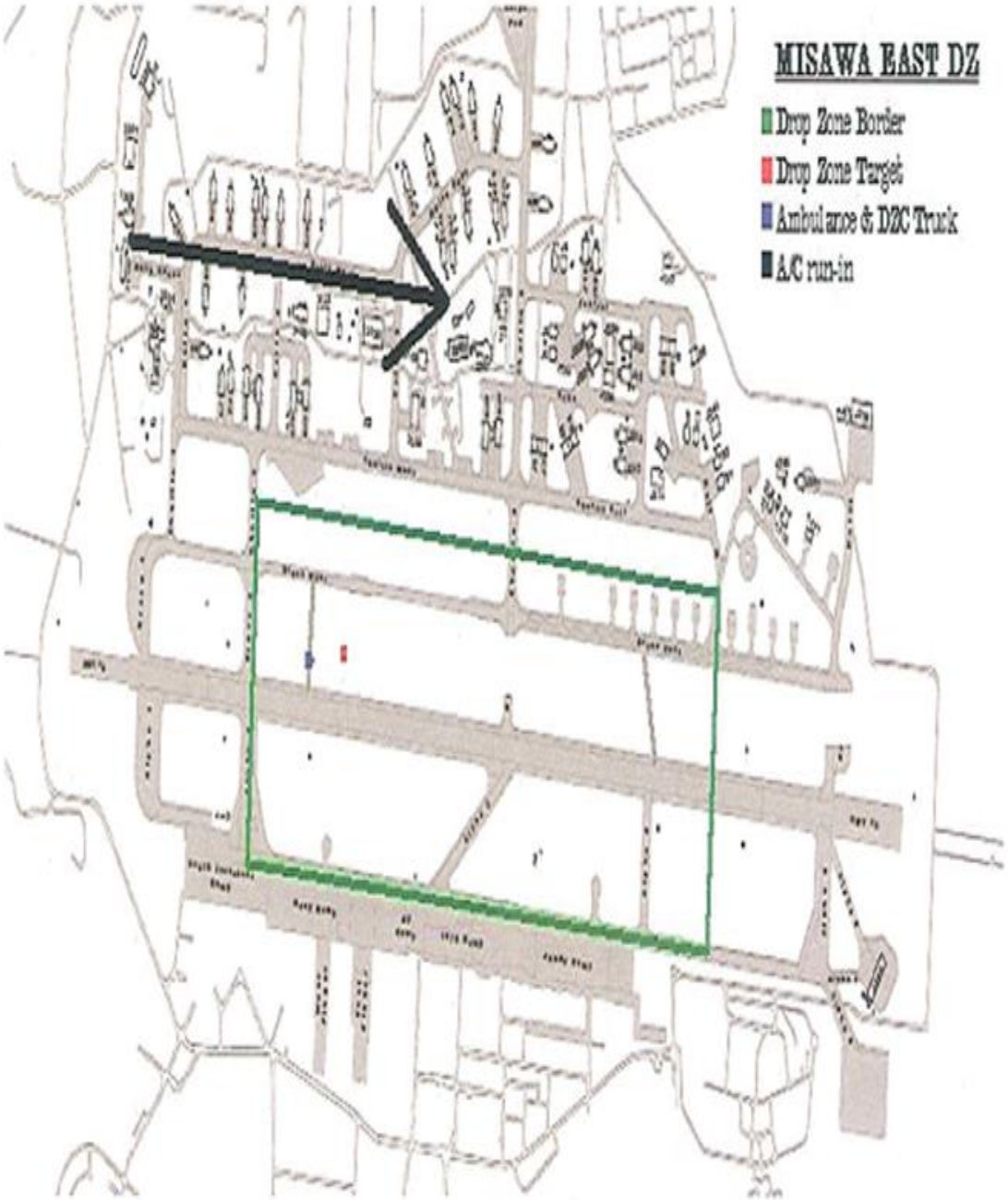
Figure A13.1. Misawa West DZ.



Attachment 14

MISAWA EAST DZ

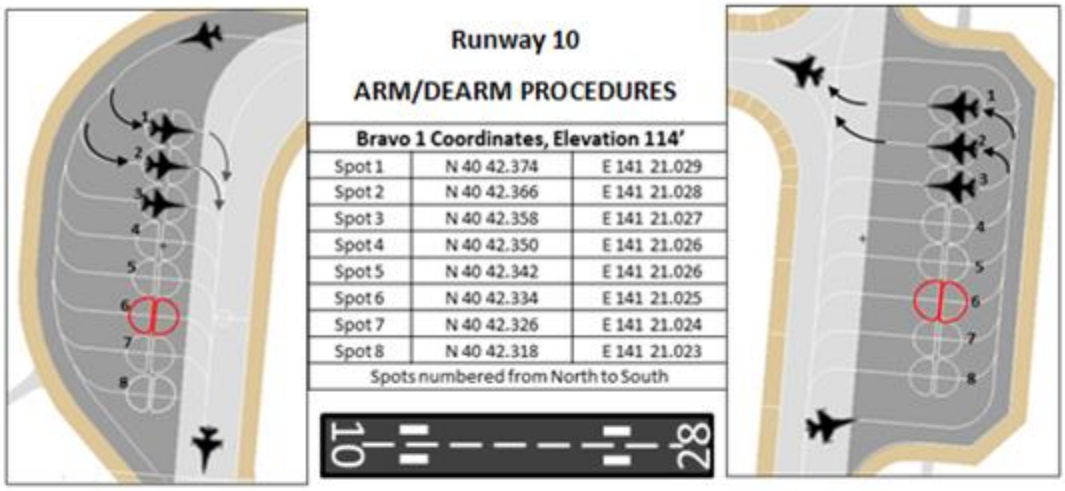
Figure A14.1. Misawa East DZ.



Attachment 15

ARM/DEARM & HUNG GUN PARKING LOCATIONS

Figure A15.1. ARM/DEARM & HUNG Gun Parking Locations



Runway 10

ARM/DEARM PROCEDURES

Bravo 1 Coordinates, Elevation 114'		
Spot 1	N 40 42.374	E 141 21.029
Spot 2	N 40 42.366	E 141 21.028
Spot 3	N 40 42.358	E 141 21.027
Spot 4	N 40 42.350	E 141 21.026
Spot 5	N 40 42.342	E 141 21.026
Spot 6	N 40 42.334	E 141 21.025
Spot 7	N 40 42.326	E 141 21.024
Spot 8	N 40 42.318	E 141 21.023
Spots numbered from North to South		

- Taxi to northern-most spot and point towards the infield
- Subsequent aircraft fill in to the south. Hold on TWY B if EOR is full or unusable when arming.
- If arming/quick check on taxiway bravo, once armed, wait for rest of flight in the mushrooms
- When Ice FOD procedures are in effect
  - Prior to taxi- contact SOF. Do not delay your decision to takeoff
  - Once de-armed - Do not delay taxi back to parking.
  - Hold in the mushroom until cleared for takeoff to maximize use of intake monitors.
- Activated EPU / Hot Brakes/ take third slot from runway (mushroom painted red) on B1/B5 pointing into the wind.
- For Hung Gun, taxi to the third slot from runway (mushroom painted red) on B1/B5 pointing towards the infield. Other aircraft may taxi behind and de-arm normally once aircraft is shut down.
- If third slot from runway is used for an EP and B1/B5 is closed, subsequent aircraft should hold south on A1/A5, taxi via an alternate route (i.e., B-2, A-1 or A-5 to Alpha Taxiway). Contact the SOF and Misawa Ground prior to taxi back for alternate de-arm location.

Runway 28

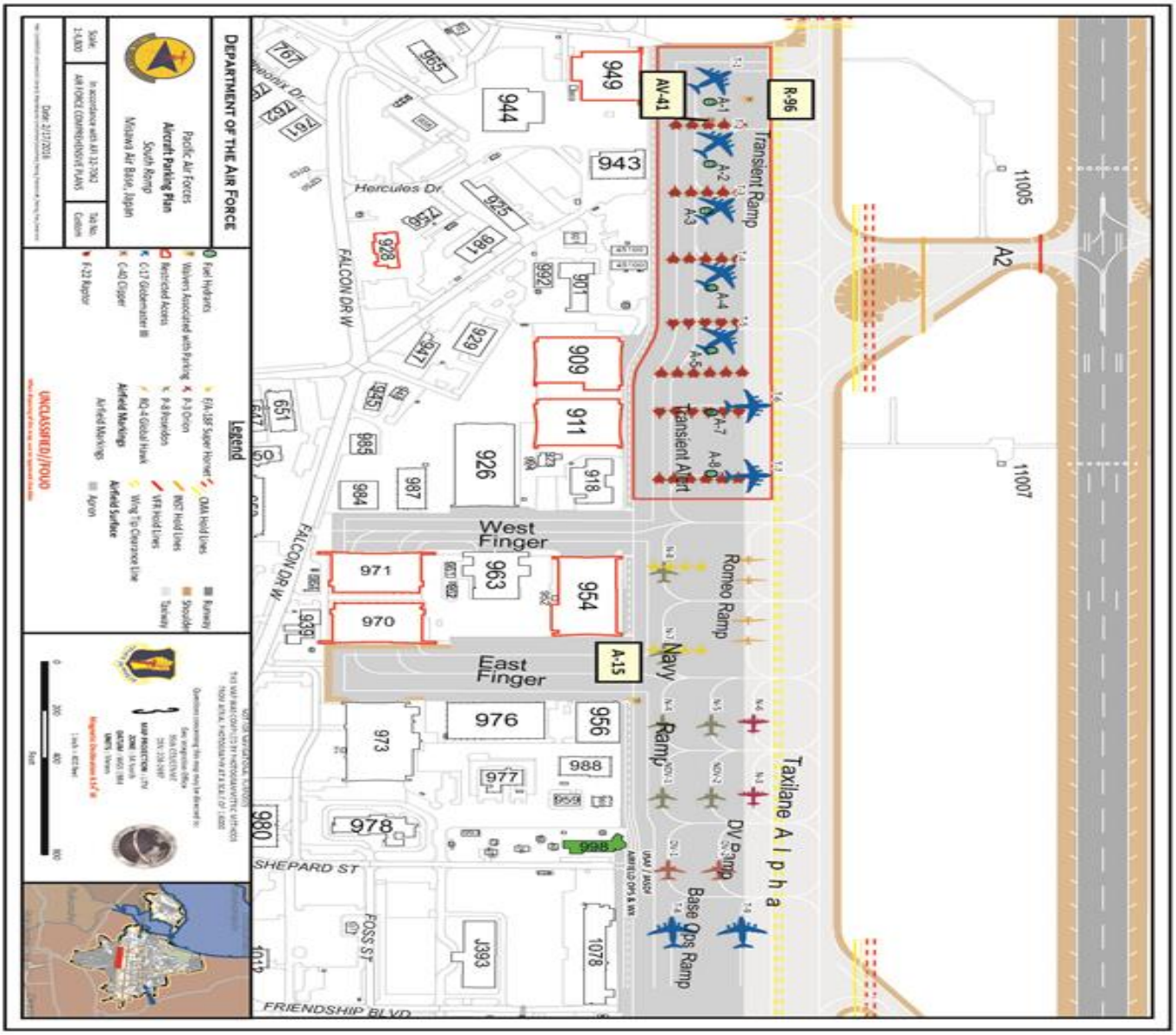
ARM/DEARM PROCEDURES

Bravo 5 Coordinates, Elevation 94'		
Spot 1	N 40 42.236	E 141 23.215
Spot 2	N 40 42.228	E 141 23.214
Spot 3	N 40 42.221	E 141 23.213
Spot 4	N 40 42.213	E 141 23.212
Spot 5	N 40 42.205	E 141 23.211
Spot 6	N 40 42.197	E 141 23.210
Spot 7	N 40 42.189	E 141 23.209
Spot 8	N 40 42.181	E 141 23.209
Spots numbered from North to South		

Attachment 16

SOUTH RAMP AIRCRAFT PARKING PLAN

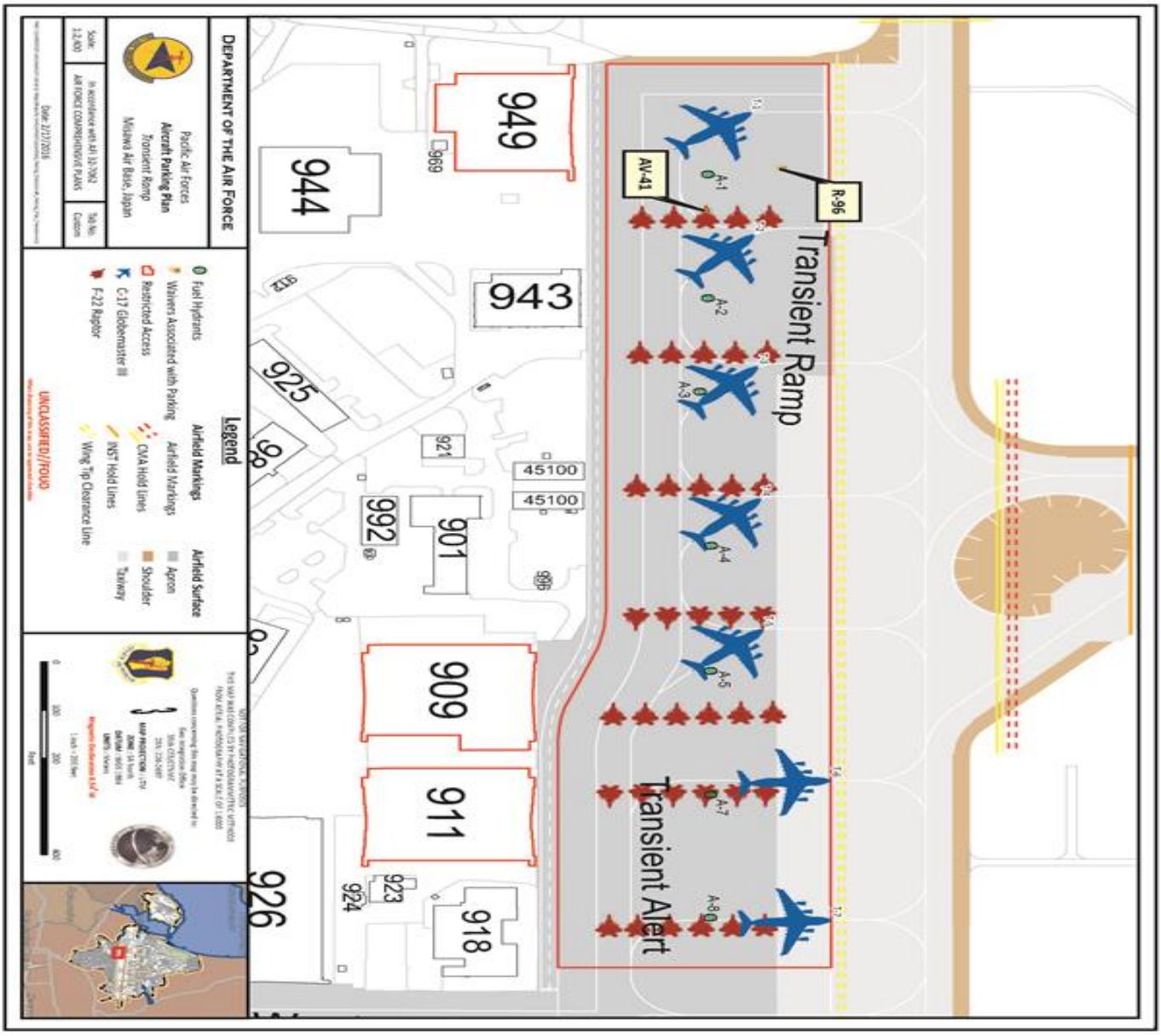
Figure A16.1. South Ramp Aircraft Parking Plan



Attachment 17

SOUTH RAMP PARKING PLAN (WEST DETAIL)

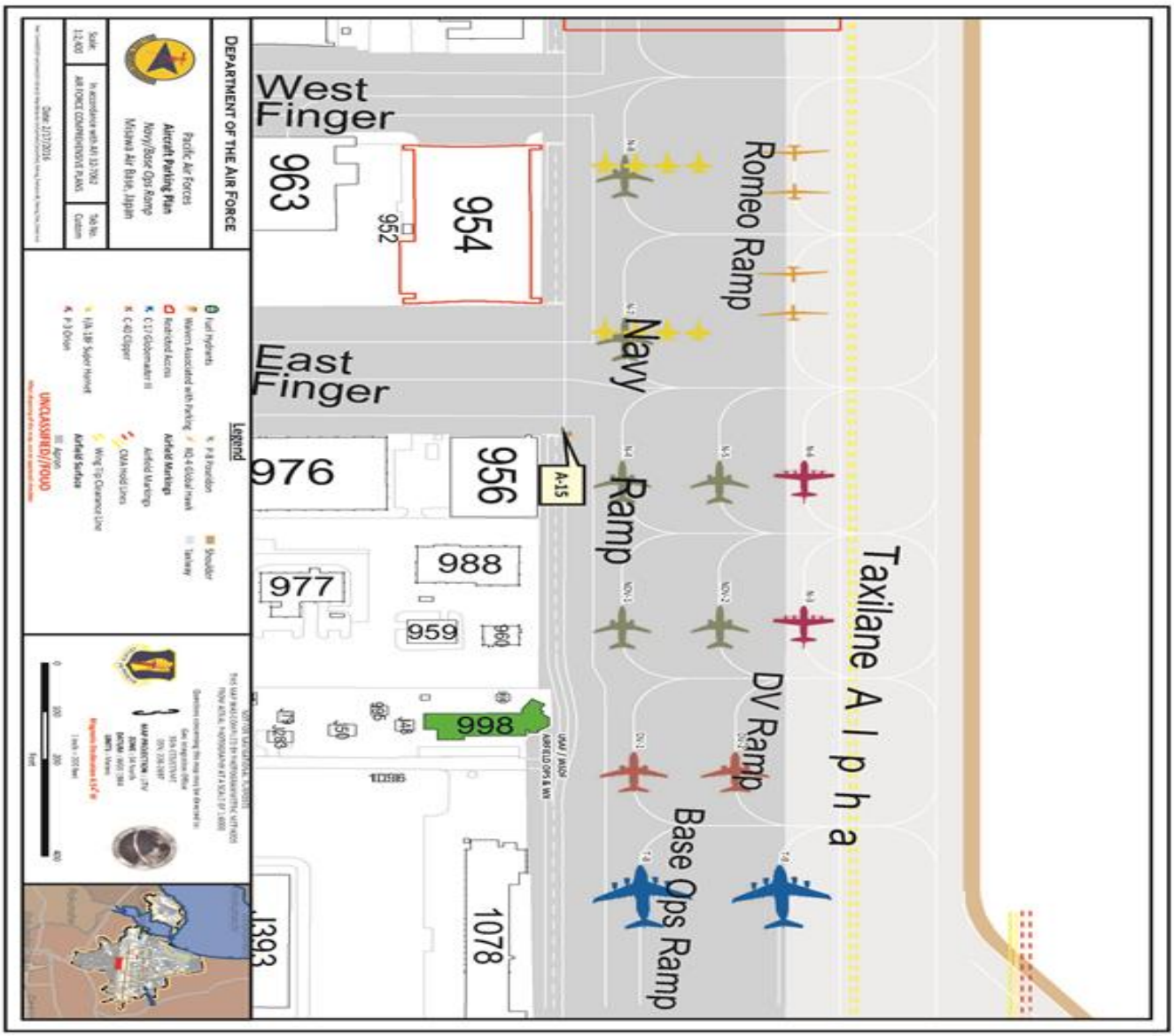
Figure A17.1. South Ramp Parking Plan (West Detail).



Attachment 18

SOUTH RAMP PARKING PLAN (EAST DETAIL)

Figure A18.1. South Ramp Parking Plan (East Detail).



Attachment 19

NORTH AREA PARKING PLAN

Figure A19.1. North Area Parking Plan.